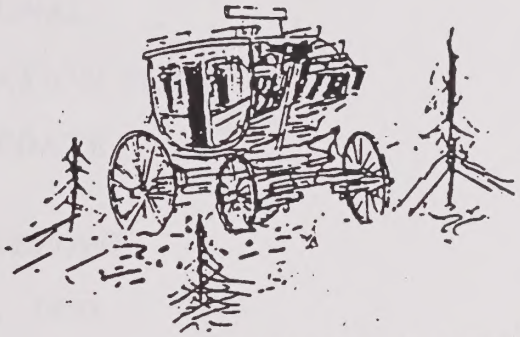
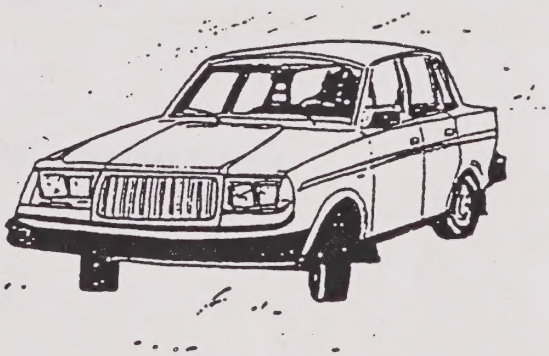
AMADOR COUNTY

REGIONAL TRANSPORTATION PLAN





AND

CIRCULATION ELEMENT

1993 UPDATE

AMADOR COUNTY
REGIONAL
TRANSPORTATION PLAN
1993 UPDATE

FINAL REPORT

JUNE, 1993

Prepared By

FEHR & PEERS ASSOCIATES, INC.

Prepared For

AMADOR COUNTY TRANSPORTATION COMMISSION

COMMISSION MEMBERS

Rollin S. Brown	City of Sutter Creek
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Foreword

In 1972, Assembly Bill 69 added Chapter 1253 to the California Statutes. This action established the California Department of Transportation (Caltrans) and required the development of statewide and regional transportation plans. The designated Regional Transportation Agency for Amador County is the Amador County Transportation Commission. The commission is often referred to as the Amador Local Transportation Commission or Amador LTC. The organization of the Amador County Transportation Commission is shown on the following page.

The initial Regional Transportation Plan (RTP) for Amador County was adopted in 1975 and subsequent updates were prepared in 1976, 1977, 1978, 1980, 1982, 1984, 1986, 1988, 1990 and 1992. The first six RTPs were prepared by the District 10 Caltrans staff under the direction of the Amador LTC. The 1986 and 1988 RTP updates were prepared by the Central Sierra Planning Council (CSPC) for the Amador LTC. The 1990 RTP update was prepared by AMI Action Management, Inc., while the 1992 Update was prepared by Nelson/Nygaard Associates.

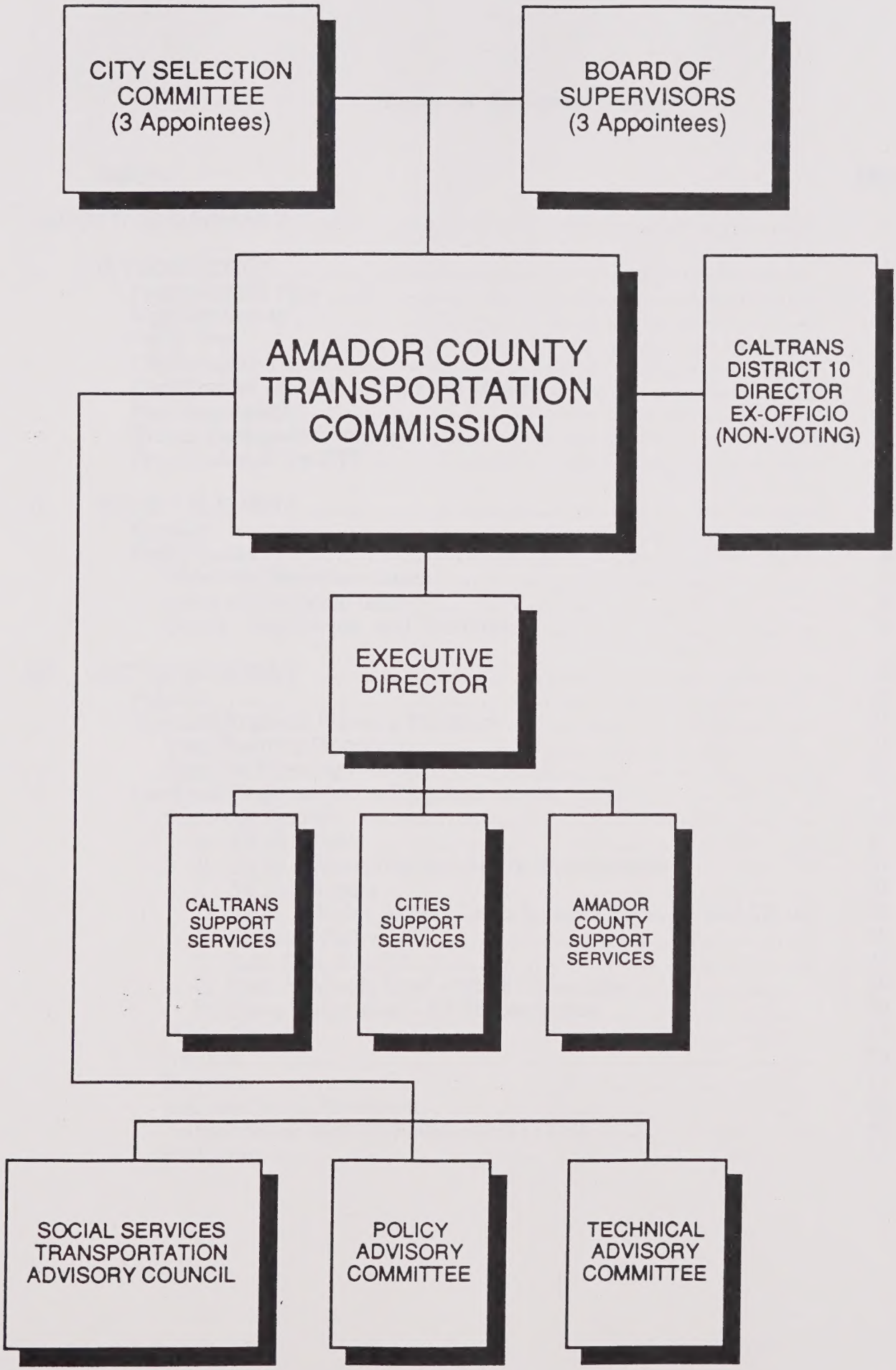
This RTP update is due to the California Transportation Commission (CTC) and Caltrans by June 1 of 1993 and subsequent updates are due December 1 biennially on even numbered years. Following the adoption of the RTP Update by the Amador LTC, the RTP update is sometimes adopted as the Circulation Element of the County General Plan. Adoption of this document as the 1993 RTP update and/or County General Plan Circulation element included adoption of the 1988 addendum to the final Environmental Impact Report that was prepared in conjunction with the original RTP prepared in 1975. This same procedure was utilized in the RTP Updates of 1992 and 1993, with the environmental document included as the last section of the report.

The 1993 Amador County RTP has been updated to reflect the new requirements of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA provides a national transportation program of up to $151 billion through fiscal year 1997. The Act shifts many of the transportation decisions from federal responsibilities to state and local governments. Changes which directly influence Amador County include:

- The functional reclassification of the County's roadways system to correlate with new funding programs. The most significant change was State Route 88 which was reclassified as a principal arterial;

- The establishment of a National Highway System (NHS) program for funding of the Interstate system and other major highways. State Route 88 is currently proposed to be designated as and NHS route; and

- The former federal-aid funding program was replaced by the Surface Transportation Program (STP). The STP funds can be used for all roads except for those classified as local or minor rural collectors.


CITY SELECTION COMMITTEE (3 Appointees)
BOARD OF SUPERVISORS (3 Appointees)
AMADOR COUNTY TRANSPORTATION COMMISSION
CALTRANS DISTRICT 10 DIRECTOR EX-OFFICIO (NON-VOTING)
EXECUTIVE DIRECTOR
CALTRANS SUPPORT SERVICES
CITIES SUPPORT SERVICES
AMADOR COUNTY SUPPORT SERVICES
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
POLICY ADVISORY COMMITTEE
TECHNICAL ADVISORY COMMITTEE

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EXECUTIVE SUMMARY

The 1993 Amador County Regional Transportation Plan (RTP) documents the policy direction, actions and funding recommendations designed to meet the short range and long range needs of the County's transportation system. The RTP was developed to serve the County's projected travel demand over the next twenty years based on development plans in the five Cities and the unincorporated areas of the County. According to 1993 population forecasts developed by the State Department of Finance, Amador County is expected to be one of the fastest growing Counties in the State.

The plan includes a series of actions intended to provide a multi-modal transportation system to best serve both residents and the many visitors in Amador County. Several new and improved roadways are proposed, along with the expansion of the transit services, bikeways and aviation facilities. In addition, transportation systems management (TSM) measures are proposed in order to minimize single occupant automobile travel.

In the 1992 STIP, the California Transportation Commission made a commitment to Amador County by funding the first phase of the State Route 49 Bypass of Sutter Creek. Subsequent phases of this project continue to be the County's highest priority in the 1993 RTP. Additional funding is needed to ensure timely progression of this project of such significance to both the County and the State of California.

The 1993 RTP includes an assessment of the air quality impacts of the action plan. The results indicate that, consistent with plan goals and objectives, implementation of the action plan will have a significant benefit to regional air quality through improved travel efficiency. In particular, the plan is expected to result in a reduction of regional ozone precursor emissions - a pollutant for which the County is currently designated non-attainment based on State air quality standards.

The financial element of the RTP projects a funding shortfall for road system improvements. Since Amador County is considered a surplus County with respect to state funding, revenue anticipated from the State over the next twenty years is assumed to be minimal. The RTP describes the ramifications of this shortfall as significant in that Amador County might not be able to complete the Route 49 bypass or any of the other necessary improvements.

Since "Surplus County" status will make it difficult to receive state funding for capacity enhancing state highway projects, the County's next best opportunity to improve the state highway system is via the HSOPP program in which Caltrans estimates as much as $22.7 million could be available over the next five years. Since HSOPP is a program controlled by Caltrans, Amador County should work closely with Caltrans to coordinate the implementation of these operational and safety improvements.

The County recognizes the need to develop new mechanisms for funding the transportation system needs including local resources. Beginning in 1993, the County plans to initiate a study designed to ensure local development contributes their fair share toward the funding of transportation improvements. However, local sources alone will not be sufficient to meet all needs. Combinations of federal, state and local funds will be required to ensure safe and efficient mobility of the system users.

I. INTRODUCTION

PURPOSE OF THE PLAN

According to the California Transportation Commission's Regional Transportation Plan (RTP) Guidelines, as revised December 10, 1992, the purpose of a Regional Transportation Plan is to:

- Provide the foundation for transportation decisions by local, regional and state officials;
- Identify and document the region's mobility needs and issues;
- Attempt to resolve regional mobility issues and provide policy direction for local plans;
- Document the region's goals, policies and objectives for meeting current and future transportation mobility needs and for implementing the transportation measures relative to air quality requirements;
- Set forth an action plan to address transportation issues and needs consistent with regional, state and federal policies;
- Identify an action program and schedule to achieve the performance standards and emissions reductions required of transportation sources under the State and federal Clean Air Acts;
- Identify transportation improvements in sufficient detail to aid in the development of the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) and to be useful in making decisions related to the development and growth of the region, and to permit an estimate of emissions impacts for demonstrating conformity with the State Implementation Plan (SIP) for achieving air quality standards;
- Identify those agencies responsible for implementing the action plans;
- Document the financial resources needed to implement the region's transportation plan and meet required emission reductions and performance standards; and
- Provide input to the California Transportation Commission in development of its Annual Report to the Legislature.

The Amador County Local Transportation Commission has prepared the 1993 Regional Transportation Plan based on these purpose statements.

REGIONAL SETTING

Amador County is located in the historic Mother Lode area of the western slope of the Sierra Nevada Mountains (see Figure 1). The County is bordered on the north by El Dorado County, on the south by Calaveras County, on the west by Sacramento and San Joaquin Counties, and on the east by Alpine County. There are five incorporated cities in the County: Ione, Amador City, Plymouth, Sutter Creek, and Jackson, which is also the county seat.

STUDY AREA

Because of its rural nature, sparse density and public preference, transportation in Amador County is automobile oriented. State highways serving the County are State Routes 16, 26, 49, 88, 104, and 124. All routes are functionally classified as minor arterials with the exception of SR 88 which is proposed to be classified as a principal arterial. Minor arterials interconnect with a network of county and city collector and local streets and roads. This interconnecting network is the primary element of the "circulation system" referred to previously and henceforth in this document.

DEMOGRAPHIC TRENDS

The 1990 Federal Census estimated the population of Amador County at 30,039. The California Department of Finance estimate for 1992, as of January 1, 1993 was 32,700. Population is distributed as follows.

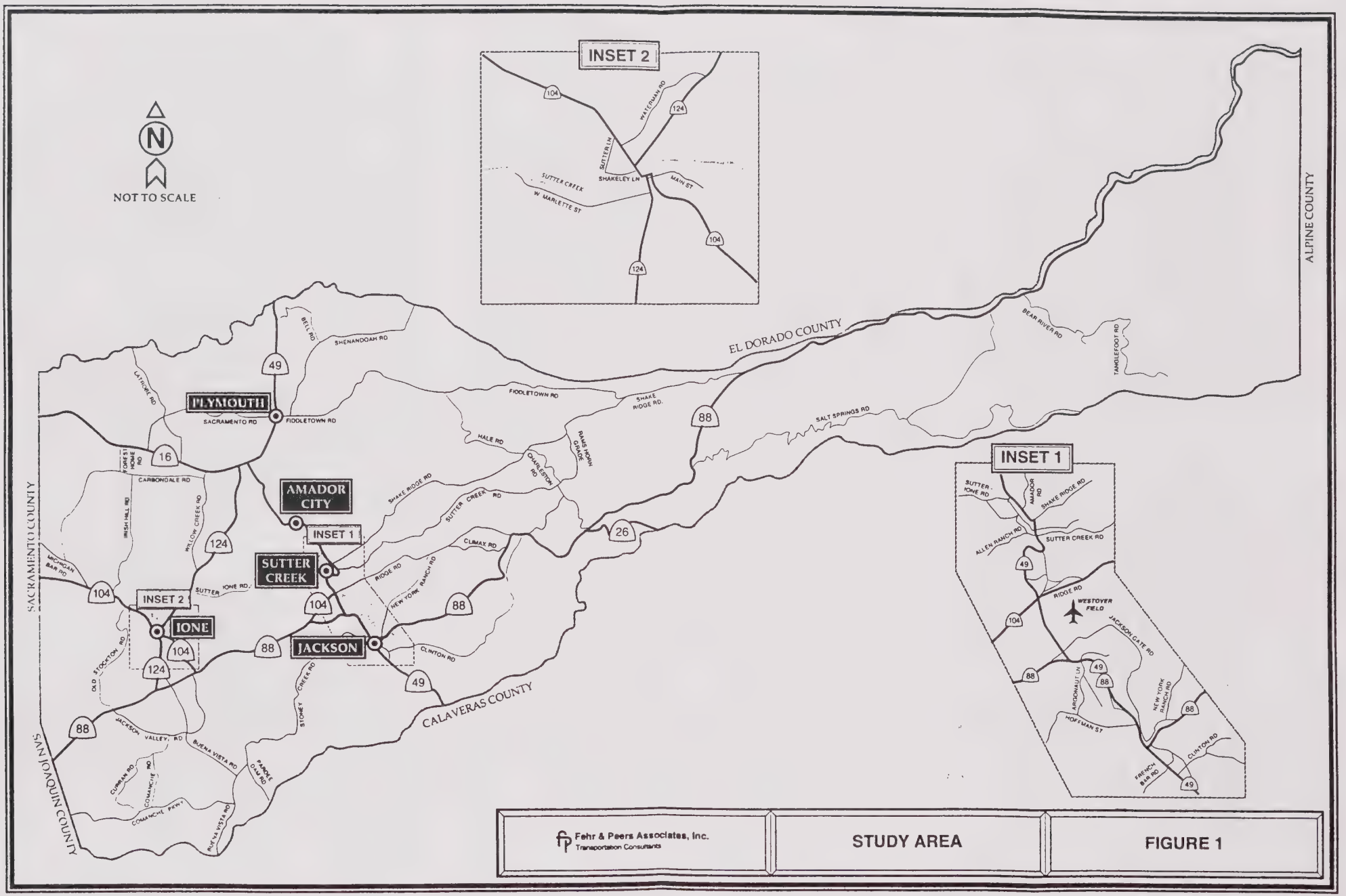
Table 1
Population Data

Location	1990 Census	1993 DOF Estimate
Amador City	196	210
Ione[1]	6,516	7,100
Jackson	3,545	3,800
Plymouth	811	830
Sutter Creek	1,835	1,980
Unincorporated Area	17,136	18,750
Amador County (Total)	30,039	32,700

[1] Includes Mule Creek Prison population.

State Department of Finance estimates rank Amador as one of the fastest growing counties in the state. DOF estimates document that the Foothill/Mother Lode region is the fastest growing region in the state. Historical census data indicates that between 1970 and 1980, Amador County's population increased by 63.4%. Between 1980 and 1990 population grew another 55.5%. The State Department of Finance (DOF) estimates another 8% population increase in the last three years. DOF projections indicate the County's population will continue to increase another 72% to 56,100 by the year 2010 (Report 93 P-1).

The 1990 Federal Census indicates that 56% of the population was male, 18.8% were under 18 years of age, 17.7% were 65 years or older, and the median age was 37.9 years, (much higher than the statewide average of 29.9). The County's ethnic classifications from the 1990


INSET 2
104
WATERMAN RD
124
SUTTER LN
SHAKELEY LN
MAIN ST
SUTTER CREEK
W MARLETTE ST
104
124
N
NOT TO SCALE
ALPINE COUNTY
EL DORADO COUNTY
BEAR RIVER RD
TANGLEFOOT RD
BELL RD
SHENANDOAH RD
49
LATHROP RD
PLYMOUTH
SACRAMENTO RD
FIDDLETOWN RD
FIDDLETOWN RD
SHAKE RIDGE RD.
88
SALT SPRINGS RD
HALE RD
RAMS HORN GRADE
CHARLESTON RD
FOREST HOME RD
16
CARBONDALE RD
AMADOR CITY
SHAKE RIDGE RD
SUTTER CREEK RD
INSET 1
CLIMAX RD
26
IRISH HILL RD
WILLOW CREEK RD
124
SUTTER CREEK
RIDGE RD
NEW YORK RANCH RD
MACKEREL BAR RD
104
SUTTER IONE RD.
INSET 2
104
88
IONE
104
124
JACKSON
CLINTON RD
49
OLD STOCKTON RD
STONEY CREEK RD
SACRAMENTO COUNTY
CALAVERAS COUNTY
88
JACKSON VALLEY RD
BUENA VISTA RD
PADDLE OAR RD
CUMMINGS RD
COMANCHE PKWY
BUENA VISTA RD
SAN JOAQUIN COUNTY
INSET 1
SUTTER-IONE RD
AMADOR RD
SHAKE RIDGE RD
ALLEN RANCH RD
SUTTER CREEK RD
49
RIDGE RD
WESTOVER FIELD
104
JACKSON GATE RD
88
49
88
ARROWHEAD LN
NEW YORK RANCH RD
88
HOFFMAN ST
CLINTON RD
FRENCH BAR RD
49
Fehr & Peers Associates, Inc.
Transportation Consultants
STUDY AREA
FIGURE 1

census included 26,894 Caucasians, 1,682 African Americans, 493 Native Americans, 218 Asian Americans and 752 people reported as "Other". The County has experienced a renewed interest in the mining and agriculture (wine) industries in recent years. These industries, along with manufacturing, construction, services, and trade are expected to continue to draw modest gains. The primary effect of economic growth upon the transportation/circulation system will be increased commuter and shopper use of the system, increased demands upon public transit, and adjustments to use of the system depending upon where larger employment centers and centers for goods and services are located.

Changes in population, housing, location of commercial centers, and centers for employment may significantly affect travel patterns and the demand for various transportation facilities and services. Such trends should therefore be considered in the transportation planning process. In the following discussion, population, housing, and employment and commerce trends in Amador County are presented along with their distribution (location).

With rapid growth, there are increasing problems maintaining and developing adequate infrastructure including sewers, water supply, county-private road maintenance and demand for expanded and upgraded transportation systems.

The revised 1986 Amador County General Plan Housing Element indicates that there is a current low-cost rental shortage in the County and stresses the need for more single-family residential lots and multiple-family residential projects. Sewer septic tank restrictions, limited access, and the increasing costs of development will encourage more future residents to live close to existing communities. This will increase the "urbanization" of those communities, including more urban-type demands upon the transportation system, (i.e. TSM, traffic signals, increased transit demand, etc.).

Historically, the Martell/Sutter Hill area has developed as the commercial and industrial hub of Amador County, while the county seat, Jackson, has been a commercial and administrative center. Although this situation remains a significant growth inducement, another development has dramatically affected growth and circulation patterns in the county: the Mule Creek state prison constructed at Ione. The prison currently holds an inmate population 3700+, and employs over 800 persons directly which, in turn, spawns an additional number of service sector jobs. The LTC has contracted for special studies of the Ione circulation system due to the traffic generated by this local population increase and the omnipresent problem of truck traffic utilizing state highways that run through the middle of town.

Shopping developments south of Route 88 on Route 49 in the City of Jackson have directly affected traffic. Although the new development has provided right-of-way currently used for right turn lanes, it has created an "hourglass" pattern of highway width. Additional commercial development is taking place which will continue this congestive and hazardous problem up to a mile south of the Highway 88/49 intersection. A project to eliminate this pattern immediately south of SR 88 is currently under construction.

Building permit data indicates that a high ratio of the county's new population prefers to live at higher elevations (District 3 above Pine Grove receives more building permits than any of the one of the county's other four supervisorial districts). As land values rise in Sacramento and San Joaquin Counties, additional development pressure in the lower elevations of Amador County can be anticipated. As an example, studies indicate that the City of Ione may more than double its population by 2010 with no less than 6 new residential developments in the planning stage.

This population increase, together with tourism and recreational traffic, has generated increasing traffic concerns on State Route 88. This fact was documented by the LTC's countywide traffic circulation study by TJKM and the Four County Recreational Transit Demand and Feasibility Study by JKaplan and Associates which reports that 1/3 of total daily traffic is made up of recreational visitors and tourists on busy weekends and during the summer vacation season. The *Ione Corridor Study Phase IV* by Santina & Thompson, Inc. showed that 50 to 80 percent of traffic during peak periods was enroute to non-local destinations along State Routes 104 and 124, which supports the findings of earlier studies. The effects of increased traffic in the up-country area are also addressed in the *Transportation Corridors Study*, 1988.

Plans for a shopping center at Pine Grove could further alter traffic volumes and patterns on State Route 88, as well as Ridge Road. Recent studies document increases in usage of Ridge Road and Climax Road due to up-country growth.

The Cities of Sutter Creek, Amador City, and the community of Drytown are suffering the greatest impacts of rapid growth and increased through-county traffic. These historic communities were established along what is now State Route 49 during the Gold Rush period. The widening of State Route 49 to handle increased traffic volumes would be impossible without ruining historic values and commercial establishments. It is because of this problem that the Route 49 Bypass of these communities is the number one state highway improvement priority of Amador County and the CTC has funded a portion of the project in the 1992 STIP.

According to the California Employment Development Department's "Annual Planning Information" report dated June 1991, the four major employment industries in the county in 1990 were Government (33.3%), Wholesale/Retail trade (21.1%), Services (16.7%) and Manufacturing (12.9%). Unemployment rates in Amador County have risen in recent years. The annual average for Amador County for 1991 was 7.2% Due to a recession related increase in intrastate travel and tourism, employment in Amador County's vacation industry may not have decreased at the same rate as the rest of the state and national economy. Amador County's unemployment rate is strongly influenced by the seasonal and cyclical nature of employment patterns in the area. January and February 1992 unemployment rates were 10.4% and 11.1%, respectively. Two plant closures in the immediate area during those months may have aggravated the seasonal downturn. (Georgia Kieran, Mother Lode Employment Training Bureau).

COORDINATION WITH OTHER PLANS AND STUDIES

During development of the 1993 RTP Update, all plans, policy documents and studies addressing transportation in Amador County were reviewed. A complete listing of reference documents is contained in Appendix A.

In general, all other local or regional plans or policy documents are in conformance with the 1993 RTP update and vice-versa. The only exceptions are contained in documents that are themselves in need of update. These include "The City of Jackson General Plan Circulation Element", the City of Plymouth General Plan Circulation Element, updates of which should be completed in 1994; the 1980 Bike Plan for Amador County (amended in the 1988 RTP Update and scheduled for further work in 1993/94); and the previous RTP updates, which are updated by this document.

Since development of the 1988 RTP update, a number of transportation studies have been completed which have aided in development of this 1993 RTP update. Transportation "studies" are different from transportation "plans" in that studies are not adopted controlling policy documents. Transportation studies provide the information and alternatives to be considered by elected governing officials in preparing and adopting transportation plans and official policy documents such as the RTP update and general plan circulation element(s).

PLAN ASSUMPTIONS

All future plans require that certain assumptions be made about future conditions. The following assumptions must hold for the this plan to remain valid. Should these conditions change significantly, the plan must be adjusted. This list of assumptions used in preparing the 1993 RTP update is consistent with the assumptions used in all traffic and financing studies reviewed for this update.

1. The population of Amador County will increase generally consistent with State Department of Finance estimates.

2. Fuel will continue to be available with prices continuing to fluctuate.

3. The automobile will continue to be the primary choice for travel by residents of this rural county.

4. Recreation-oriented travel will continue to be a major user of State highways in the County.

5. Transit service demand primarily by the increasing number of elderly and handicapped persons residing in the County will continue to grow.

6. Available transportation financing will be the same as presently exists at the local, state and federal levels and will not keep pace with the increasing needs of Amador County.

7. The County's increase in population will continue to be disproportionate compared to employment and housing causing further increases in out of county commuting.

CITIZEN PARTICIPATION PROGRAM

Many opportunities are provided for public input into the transportation planning process in Amador County. Citizens are encouraged to attend and speak at monthly LTC meetings. Any public correspondence to the LTC is also read and discussed at the meetings. The Public Works Department of Amador County is frequently used by the public as a source of information and referral concerning transportation matters. Each year public notification is sent out to encourage participation in the unmet needs hearings that are held by the LTC. In 1988 the Amador Local Transportation Commission appointed a Social Services Transportation Advisory Council to advise the LTC regarding needs of transportation disadvantaged and transit dependent persons. The biennial RTP and its environmental document are also adopted following a public review period and public hearing that is well posted.

ORGANIZATION OF THE RTP

The 1993 RTP is divided into six sections:

I. Introduction

Section I describes the purpose of the plan and includes a description of the region, the study area as well as a discussion of the County's demographic trends.

II. Policy Element

Goals, objectives, and policies addressing transportation issues are identified and organized by transportation mode. In addition, statewide and regional issues are discussed.

III. Action Element

The Action Element includes the following for each transportation mode:

- A description of the existing system;
- A discussion of progress in implementing previous plans;
- Identification of future transportation conditions;
- Identification of transportation needs;
- A discussion of short range and long range programs designed to meet those needs; and
- Agencies responsible for implementation of plans and programs.

IV. Financial Element

The Financial Element lists the costs, revenues, deficits/surpluses for each transportation mode. In the cases where a funding deficit exists, a discussion of those improvements which are financially feasible is presented along with an assessment of the resulting impacts of the funding shortfall. Finally, potential alternative funding sources are discussed.

V. Environmental Review

Section V discusses the environmental review processes and procedures followed in the assessment of the environmental impacts of this Plan and the updated addendum to the RTP's final environmental impact report.

VI. Appendices

Supplemental information is presented in the Appendices including a list of reference documents, a glossary of terms and other technical information.

II. POLICY ELEMENT

PURPOSE

The purpose of the Policy Element is to present direction and guidance for decision makers regarding the Amador County's transportation matters. LTC goals, objectives, and policies express the concerns and desires of the County, its communities and cities and give decision makers guidance in developing programs to address transportation needs. The Policy Element also presents regional input for consideration in the State's evaluation of significant transportation issues in the LTC's annual report.

POLICY ISSUES

In this section, regional and state transportation needs and issues are identified. These are the unsettled problems or matters which determine the scope and priorities of the RTP. Needs and issues provide the framework for establishing goals, policies, objectives and programs for implementation.

Statewide Needs and Issues

In the 1988 RTP Update, the primary state level transportation issue was the lack of funding to carry out badly needed transportation improvements. SB 140 required that $1 billion in capacity enhancing projects be funded annually on the SHS. Statewide, voters turned down several ballot measures to increase transportation financing in June of 1988 and the State Legislature failed to create its own financing legislation. Reports projected statewide gridlock coupled with the lack of funds causing Caltrans officials to make comments such as "we may not be able to build ourselves out of this one" and "we may never have it as good as we do now".

In 1989, and with the general election of June, 1990, voter attitudes had changed. With the record showing that previous predictions of imminent gridlock were being realized, voters passed Propositions 108 and 111 implementing legislation called SCA 1 (Garamendi). Moneys appropriated from an additional 9 cents of state gasoline tax instituted over a four year period were designated for specific programs aimed at improving the state highway system and implementing TSM, transit and rail traffic measures. Additionally, Proposition 116, providing $1.99 billion for transit, rail, and bicycle capital projects was passed.

Amador County is competing with other jurisdictions for Northern California's share of limited available highway transportation funds. Other jurisdictions include those in the San Francisco Bay Area and Sacramento where congestion and increasing occurrences of "gridlock" are affecting a much larger segment of the voting public.

Another statewide issue of concern to the Amador LTC is the failure to complete programmed highway improvements on time. Project slippage, which has occurred because of unforeseen delays in obtaining right-of-way, completing environmental review, public controversy, contract problems, design changes and other factors, is causing increasing difficulties in obtaining project funding. Amador County is currently overprogrammed for major state highway improvements by $19.5 millon (1992 STIP). Of this, roughly 12.67 million has

been in the project pipeline since 1985/86. This inflates Amador's "surplus county" status and retards its ability to get funding for new highway projects, regardless of the need.

A separate, but related issue is the lack of local control over this "surplus". About $24.1 million of the $33.2 million in state highway fund commitments are for minor projects and HSOPP projects over which the LTC has no control. The issue of project slippage is further addressed in the Action Element.

Local and Regional Issues

Many transportation issues and concerns that affect the foothill counties were addressed in a detailed report titled, *Access and Transportation in the Foothills*, by Peter L. Hathaway for the Governor's Office of Planning and Research in January 12, 1981. Other local transportation issues have become apparent to travelers in the county and have been documented by studies recently contracted by the LTC. The region's most serious transportation issues can be categorized as follows.

1. Unacceptable and deteriorating levels of service exist on State Route 49 in the cities of Sutter Creek and Amador City causing the need for the proposed Route 49 bypass of these communities to be the most important planning issue in these cities and the first priority new highway projects of the LTC. In Sutter Creek, the problem has reached such extreme levels that the City Council has denied certain development applications which further impact SR 49 until improvements can be constructed.

2. Increased traffic congestion is rapidly creating unacceptable levels of service on State highways in Jackson, Ione and on the State Route 88 corridor in the communities of Pioneer, Pine Grove and Buckhorn and in the Highway 49/Ridge Road area. Future development is anticipated to increase congestion not only on State highways, but on county roads and city streets as well.

   Better transportation systems management and new improvements will be needed to maintain acceptable circulation. Highway precise plans need to be adopted by city and/or the county in developing areas adjacent to State highways.

3. There is a shortage of revenues to carry out an adequate maintenance program and needed roadway improvements for local roads and state highways, much of which is the result of impacts on the "system" created by local development and growth.

4. The cities and county need to develop and maintain transportation plans adequate to meet projected needs. Traffic impact fees should be adopted to insure that new development pay for the impacts their traffic will have on the overall circulation system. Proposed large and small private development projects being considered near existing state routes and local roads will have individual and cumulative adverse impacts on those streets and highways if not sufficiently mitigated through conditions of approval.

5. Delays in constructing STIP & HSOPP programmed state highway projects should be minimized.

6. Additional passing opportunities are needed on state highways in Amador County in order to mitigate the effects of recently implemented state/federal barrier striping requirements and the continuing increase in traffic volumes.

7. There are many areas in the County in which existing and anticipated adequate traffic circulation for optimum fire protection and reduction of congestion is hindered by the lack of secondary accesses and long dead-end or cul-de-sac streets.

8. State routes and local road rights-of-way in many locations of the County are historic, unadjudicated prescriptive easements. These are not wide enough to meet established, minimum safety improvement criteria for streets and highways without acquisition of additional right-of-way width. In order to meet federal and state standards, State Routes 88, 49, 104, and 26 should have a minimum right-of-way of one hundred feet, additional widths as necessary for cuts and fills, passing lanes or major intersections.

   In order to meet County improvement standards, minimum rights-of-way for the following classifications of roads should be: 1) Arterial, 80 feet; 2) Collector, 60 feet; and, 3) Local, 50 feet. Additional widths may be required for cuts and fills or major intersections.

9. Recently conducted studies in major County traffic corridors have indicated there is a need to identify, map and attempt to secure dedication of future arterial, collector or local road rights-of-way in order to provide an adequate overall traffic circulation network in Amador County. The cumulative effects of both individual large projects and numerous smaller projects will reduce the level of service of existing roads to unacceptable levels of congestion if new routes are not established and eventually constructed. Each project causes a varying degree of impact which must be evaluated and mitigated through the CEQA process.

10. The contract for ARTS service to AMCAL was in a state of uncertainty in the recent past due to lack of a long term contract with Valley Mountain Regional Center which provides service to the developmentally disabled in Amador County and without whose patronage ARTS's farebox ratio was seriously reduced. A multi-year contract is currently in effect. Steps must be taken to prevent a reoccurrence of previous years' uncertainty.

11. There is an inequity in the distribution of state highway funds to rural counties that attract large numbers of recreational motorists in addition to their County population. Formulas for allocating State highway account county minimums need to be adjusted to compensate for this inequity.

12. There is uncertainty regarding future state and federal funding for the public transit system(s) operating in the County.

13. The expansion of Westover Field, the Amador County Airport, may be threatened by encroaching, incompatible land uses. The Airport Land Use Commission must continue to protect the County's airport facility from incompatible uses.

14. Assurance of the continued availability of State or Federal aeronautics funds to support expansion of Westover Field, the County Airport, is an issue that needs constant attention.

15. Long-term rail service to the county is threatened and needs to be maintained.

16. Whereas public transit service is efficient and effective within the County, the lack of interregional public transit tends to isolate the County from nearby urbanized areas such as Stockton and Sacramento.

17. Caltrans' policy requiring new developments to provide additional right-of-way and construct additional traffic lanes has negatively impacted expansion of existing and creation of new commercial developments in communities on Highway 88 east of Jackson.

18. The state and the region have adopted different alignments for the badly needed Highway 49 bypass north of Martell. Development projects are being approved in conformance with local general plan elements that are encroaching on the state's adopted alignment.

19. Additional state highway segments in Amador County need to be included in the IRRS (i.e., SR 104 and SR 124). This will require additional state legislation to accomplish.

20. Additional public road connections from the City of Ione to the controlled access highways need to be constructed. Specifically, access points are needed for Castle Oaks Drive on SR 104, the Sutter Mill development and Waterman Road on SR 124. The 5 Mile Drive intersection on SR 104 should also be relocated. The county would also like a public road connection for Murieta Ranches south of Dry Creek on SR 124.

21. The county is currently in need of a comprehensive and realistic county-wide traffic circulation study. This study should include five, ten and twenty year projections, provide a computerized travel demand model and a master plan of all city and county roads with suggested improvements and projected costs. The study must lead directly to an upgrade of the county's general plan circulation element and supporting ordinances and programs.

22. Caltrans District 10 staff have commented that an "alternative worth discussion is the 'Unconstructed portion of State Highway Route 104 between Sutter Hill' (SR 49) and Pine Grove (SR 88)... Ridge Road and/or Climax Road would be a good candidate for adoption into the State highway system if upgrades were completed at the east end...since this county road is currently used by many motorists as State Highway 88 through traffic alternate route bypassing the Jackson/Martell area." This continues to be an item of discussion.

Goals, Objectives and Policies

Introduction

- A goal is the end toward which effort is directed; it is general and timeless.
- A policy is a direction statement that guides actions for use in determining present and future decisions.
- An objective is a result to be achieved by a stated point in time. It is capable of being quantified and realistically attained considering probable funding and political constraints. Objectives are successive levels of achievement in movement toward a goal, and should be tied to a time specific period for implementation programs.

The circulation system is the basic support system which provides mobility to sustain social, economic, and recreational activities. An improperly developed circulation system can result in ineffective mobility and cause adverse and undesirable conditions such as safety hazards, long delays, air pollution, economic loss and unnecessary energy consumption. The goals, objectives, and policies in this RTP are intended to guide the development of a transportation system which will avoid such conditions and improve the quality of life in Amador County.

State Highway System (SHS)

1. Goals

   a. Provide a highway system that is safe, efficient, convenient, comfortable and that meets the travel needs of people and goods and that is compatible with other scenic, historic, economic and recreational resource values.

   b. Provide a transportation system with a level of service (LOS) of "C" or better as defined within the RTP on all state highways and local streets and roads.

   c. Accomplish the aims and purposes of Caltrans System Planning and the General Plans of each city and the county.

   d. Reduce the potential for increased traffic congestion problems and inadequate safety vehicle access which could result from the cumulative traffic increases from both large and small development projects by properly mitigating impacts.

   e. Secure adequate road right-of-way dedications in order that future improvements to streets and highways can be constructed where it is shown to be necessary due to the impacts of individual projects or the accumulation of many small projects. These dedications would be required where it can be found that there is a connection between the project traffic impacts, individually or cumulatively, and the existing or eventual overtaxing of the affected road circulation network (either on-site or off-site of the projects).

2. Policies

a. The LTC supports construction of the Highway 49 Bypass of Sutter Creek, Amador City and Drytown as the highest priority new state highway project in Amador County.

b. The LTC supports the need for additional transportation funding at the state level.

c. The LTC supports projects and programs recommended by Caltrans that reduce or eliminate hazardous situations along the State Highway System.

d. The LTC supports the establishment of the city and county development impact fees earmarked to support and encourage improvements to state highways adversely impacted by development.

e. The LTC supports Caltrans policy that new commercial industrial or high-density residential development approved on highway frontage shall provide additional right-of-way and pavement width to meet projected needs.

f. Passing lane opportunities that are lost in Amador County due to federal and state barrier striping requirements should be mitigated by construction of as many additional passing lanes as are operationally feasible and financially fundable without affecting county minimums.

g. County minimum formulas for rural counties should be adjusted upward by at least one third to compensate for the amount of out-of-county traffic generated by recreational visitors and tourists.

h. The LTC maintains that Amador County minimums are misrepresented due to the state's delay in delivery of STIP programmed projects and the county's surplus should be reduced by the 11.5 million these projects will cost.

i. The LTC supports the CTC's programmed acquisition of critical right-of-ways and the partial construction of the SR 49 bypass in the 1992 STIP. Acquisition and construction will take place in Sutter Hill, Sutter Creek, and Martell, which are most threatened by development and where the most logical and usable segment should be built.

j. The LTC maintains that time is of the essence in maintaining acceptable levels of service. Partial programming of the bypass in the 1992 STIP has authorized Caltrans to conduct engineering design and environmental studies for the entire alignment and to pursue timely completion of right-of-way acquisition, construction , design and environmental studies so that the SR 49 bypass moves ahead on schedule.

k. The LTC maintains that traffic conditions at the intersection of SR 49 and SR 88 at Martell and the in area immediately adjacent are hazardous, and deteriorating. Specifically, the intersections of SR 49 at Jackson Gate Rd., and the Martell cut-off, the Martell cut-off and SR 88, and Argonaut Lane and SR 49/88 need to be redesigned and reconstructed. This is a priority State Traffic/Highway Improvement of the Amador County Transportation Commission. A project study report needs to be prepared for the intersection area by Caltrans. State participation is important, as improvements to this area should be funded using STIP or HSOPP funds.

l. The LTC supports access to SR 104 at Castle Oaks and to SR 124 at the Sutter Mill Development and Waterman Road, and the relocation of the Five Mile Drive - SR 104 intersection in the City of Ione.

m. Provided that the Amador County Board of Supervisors approves the connection with SR 124 for Murieta Ranches, the LTC will support this additional connection south of Dry Creek.

n. The LTC supports the construction of the SR 104 Bypass of Ione as a priority project.

3. Objectives

a. Caltrans District 10 and the LTC should mutually prepare Project Study Reports (PSRs) as required by G.C. 65086(b).

b. Caltrans District 10 must complete all projects currently programmed in the 1992 STIP and 1992 HSOPP on schedule.

c. The CTC should authorize engineering, design, environmental activities and acquisition of critical right-of-ways for the Highway 49 Bypass regardless of actual construction programming.

d. The LTC will be represented biennially at CTC STIP hearings and will use all other available opportunities to stress the need for regional highway capacity improvement projects to meet identified needs, beginning with the Highway 49 bypass project, yet not ignoring the need for SHS capacity enhancements identified in the RTP for the Jackson, Ione, Pine Grove, Pioneer, and Buckhorn areas.

e. Based on the completion of Caltrans' PSRs on all state highway projects, assure that local projects will be consistent with subsequent adopted precise plans.

f. The CTC should program construction of remaining segment(s) of the SR 49 bypass in the 1994 STIP.

g. The LTC's concerns with the SR 49/88 intersection in Martell should be addressed as part of the Highway 49 Bypass EIR, as this area will be impacted. These concerns should also be addressed in the Sutter Hill/Martell Plan funded by the LTC in FY '92/93.

<u>City Streets and County Roads</u>

1. Goals

a. Provide streets and roads that are safe, efficient, convenient, comfortable, and inter-connected to meet the travel needs of all people and goods and that are consistent with other scenic, historic, economic and recreational resource values.

b. Maintain a transportation system with a level of service (LOS) of "C" or better as defined within the RTP on all local streets and roads.

c. Accomplish the aims and purposes of the General Plan of each city and the county.

d. Reduce the potential for increased traffic congestion problems and inadequate safety vehicle access which could result from the cumulative traffic increases from both large and small development projects.

e. Secure adequate road right-of-way dedications in order that future improvements to streets and roads can be constructed where it is shown to be necessary due to the impacts of individual projects or the accumulation of many small projects. These dedications would be required where it can be found that there is a connection between the project traffic impacts, individually or cumulatively, and the existing or eventual overtaxing of the affected road circulation network (either on-site or off-site of the projects).

2. Policies

a. The LTC supports projects and programs that reduce or eliminate unsafe situations and that relieve congestion.

b. Each city and the county should thoroughly assess the on- and off-site traffic impacts of all new development. New developments should be required to pay for design, engineering and construction of facilities needed to mitigate the effects they will generate on the circulation system as conditions for approval.

c. Developers or other permittees shall be required to dedicate the necessary right-of-way widths as a mitigating condition of approval of their project to insure the construction of adequate widths of streets and highways where it has been determined there is an individual or potentially cumulative connection between their project(s) and an adverse effect on the road circulation system in Amador County.

d. Developers or Permittees shall be required to dedicate future street or highway route rights-of-way and, make the necessary improvements in accordance with the degree of impact their project(s) is causing the need for the establishment or improvement of such future routes.

Potential route locations of arterials or collectors shall have been shown on the Land Use Element map of the County General Plan prior to submission of the project application unless it can be shown there is a direct connection between the dedication-improvement requirements and the project.

e. Developers or Permittees shall either make the necessary improvements or pay fees commensurate with the required improvements in order to mitigate their share of actual or cumulative impacts on the streets and highways system in Amador County. In no event shall an existing level of service "A" or "B" be diminished or decreased to a level below "C" unless a statement of overriding considerations is adopted or otherwise satisfactorily mitigated through the CEQA process.

f. No dedication of an easement shall be required from any developer, permittee, or applicant unless a nexus is found between the dedication and the project's impact sufficient to meet the holding in Nollan v. Calif. Coastal Comm. (1987).

g. The LTC will work with Caltrans and its member jurisdictions in a cooperative effort to coordinate land use decisions with impacts on the state and local transportation system.

3. Objectives

a. Assure consistency with General Plan Circulation Element updates for the cities of Ione and Jackson.

b. Accomplish improvements according to the priorities and schedules shown in the RTP Action Element.

c. The county road maintenance superintendent shall incorporate the results of the recently completed pavement evaluation and rehabilitation report (Carter and Associates, 1987) in his road maintenance schedule and include his recommendations for update of the county's short and long term lists in the 1994 RTP update action element.

d. Each city and the county should prepare specific plans and schedules for projected necessary street and road improvements and adopt traffic impact fee ordinances necessary to ensure said plans are carried out and assure legitimate mitigation of development impacts on the entire roadway system.

Public Transit

1. Goals

a. Provide effective, economically feasible and efficient public transportation in Amador County with emphasis on service to the transportation disadvantaged.

2. Policies

a. The LTC shall encourage and support the use of public transportation grants from state and federal programs to the maximum extent possible.

b. The Kirkwood Ski area and other recreation areas to be developed or expanded should be required to provide transit services according to the Four County Recreational Transit Demand and Feasibility Study (JKaplan & Assoc., 1988) to relieve congestion of the existing circulation system. (TSM)

c. The LTC shall encourage and support both public and private carpool/vanpool programs. (TSM)

d. The LTC shall promote coordination and consolidation of social service transportation services operating within Amador County.

e. The LTC shall support and promote Elderly and Handicapped accessibility in public transportation to the maximum extent practicable.

f. The LTC shall support public transit to a maximum that is determined to be "reasonable to meet" according to maintained "reasonable to meet criteria" and the TDA. (TSM)

g. The LTC shall require that the Amador Rapid Transit System (ARTS) conform to those recommendations made in the Triennial Performance Audit prepared for the LTC.

h. The LTC shall support centralization of transportation services when cost savings or other benefits can be demonstrated.

i. The LTC shall require that claimants for public transportation funds submit an annual report, not later than September 30 of each year, covering the information in Section 99247 of the Public Utilities Code. This report shall include current year to date and all prior year performance data.

j. The LTC shall review the "reasonableness criteria" annually.

k. The LTC shall require ARTS to arrange for notification by any subdivision, shopping center or other major developments that may have an impact on transit services.

l. ARTS shall use its opportunities to provide input on major development projects to identify locations of/for bus stops, mail stops, snow chain installation, park-and-ride lots, and rest areas and require developers to construct appropriate facilities where necessary (TSM).

m. ARTS buses shall not normally operate on any other than publicly maintained roads. Use of private roads or driveways or, in some circumstances, public roads shall be subject to the driver's discretion as to accessibility. In all cases, accessibility shall be judged according to the condition of the road surface (pavement or lack thereof), presence of snow or ice, overhanging branches and like hazards. Passengers requesting off-route service should be cognizant of the large size of ARTS vehicles in comparison with the average private vehicle for which private roads may otherwise be adequate.

n. The requested deviation shall not exceed one half mile from the regularly travelled route - meaning, if a driver has deviated one half mile for one passenger, (s)he will not then deviate another half mile from that point at the request of a second passenger.

o. The one-half mile limit shall apply in one direction only; the round trip distance of request service is not to exceed a total of one mile. The granting of any deviation that requires a distance of more than one half mile to be travelled in order to allow the bus to turn around and exit shall be subject to the discretion of the driver. In such cases, the passenger shall be left at the nearest point to the requested destination where the safe turnaround may be executed.

p. ARTS drivers will not drop a passenger at a requested point if a safe debarkation is not possible - i.e. on a center divider, etc.

q. Requests for off-route deviations must be made to the ARTS manager at least one (1) working day before the route deviation may be implemented, so that ARTS may evaluate the suitability of the proposed route deviation.

r. After a regular route deviation has been established pursuant to the request of a passenger, and the passenger fails to appear more than once in a calendar month without prior "no-show" telephone notice to the ARTS office, the route deviation may

be discontinued. After such discontinuance, the affected passenger(s) may request reinstatement of the route deviation from the ARTS manager, who may or may not grant such a request, in his/her discretion.

3. Objectives

   a. ARTS shall continue the contract with Valley Mountain Regional Center for services to Amcal Clients.

   b. By June 30 of each year, the LTC shall conduct a public hearing to make a determination in the public record as to whether there are unmet public transportation needs that can reasonably be met through expansion of existing transportation systems or by establishing new systems in the region.

Aviation

1. Goals

   a. Provide a safe county airport facility with compatible surrounding land uses that will enhance economic development.

2. Policies

   a. The LTC supports development of an airport plan that promotes safety and industry.

   b. The LTC shall encourage local agencies to make land use decisions that are compatible with the county airport and its related facilities.

   c. The LTC supports the policies and requirements of the Airport Land Use Commission.

   d. The LTC shall make every appropriate effort to obtain airport funds and promote equitable federal and state airport funding programs.

3. Objectives

   a. The Amador County Board of Supervisors should incorporate the airport master plan into the county's general plan land use and circulation element.

Bicycles and Pedestrians

1. Goals

   a. Prudently expand bicycle circulation facilities that are safe yet effective in relieving congestion and promoting recreation.

2. Policies

   a. The LTC encourages recognition of the needs of pedestrian and bicyclists in the transportation planning process. New development projects should be required to provide on-site and contribute toward off-site pedestrian and bicycle facilities. (TSM)

b. City general plan circulation element updates should contain plans and standards for improvement of pedestrian circulation.

c. The LTC shall encourage the development of bicycle facilities that are in compliance with standards adopted by Caltrans and as required by Section 2375 and 2376 of the Streets and Highways Code on all routes shown as future bicycle routes.

d. The LTC shall encourage local agencies, employers, and businesses to provide safe and secure bicycle storage facilities, shower, locker and dressing facilities and flexible work hours to promote maximum utilization of the bicycle as a means of commuter travel (TSM).

Rail and Goods Movement

1. Goals

   a. Promote the continuous flow of goods in and out of the county in a safe and economically efficient manner.

2. Policies

   a. The LTC shall support efforts that will continue and improve rail service by railroads operating in Amador County.

Transportation Systems Management (TSM)

1. Goals

   a. Increase the usage of TSM techniques as an economical means of reducing existing and projected traffic congestion.

2. Policies

   a. All circulation studies and plans prepared in the region should contain realistic options and recommendations for usage of TSM as a means of reducing traffic congestion.

   b. City's should develop parking plans and impact fee ordinances to insure projected parking needs will be met, reduce the effects of inadequate parking upon traffic congestion and, where feasible, add traffic lanes on existing streets and roads.

3. Objectives

   a. The LTC should complete an inventory of all TSM measures currently undertaken in Amador County and prepare a long range TSM plan that establishes goals and policies related to TSM measures, including transportation management agencies (TMA's) in the private sector.

   b. The LTC will ascertain whether or not TSM measures will be a positive addition to any sales tax measures presented to the voters for approval in a general election.

Air Quality

1. Goal

   a. Improve the air quality in Amador County through improvements to the transportation system and incentives to reduce single-occupant automobile travel.

2. Policies

   a. Because the air quality in Amador County is directly impacted by the San Joaquin Valley, the LTC shall work cooperatively with Caltrans, the Amador County Air Pollution Control District, the San Joaquin Air Pollution Control District and the regional planning agencies from the adjacent counties toward the improvement of air quality through regional transportation improvements.

   b. The LTC shall assist the Amador County Air Pollution Control District with the development of transportation control measures that will be needed to meet the required emission reductions of the California Clean Air Act. Measures may include trip reduction measures such as bus turnouts, incentives to rideshare, vanpool, park-and-ride lots and alternative fuels.

   c. The LTC shall support the Amador County Air Pollution Control District in their efforts to establish a monitoring program to more accurately determine the status of air quality in Amador County.

III. ACTION ELEMENT

PURPOSE

The Action Element sets forth a plan of action to address issues and needs identified in accordance with the RTP's goals, objectives and policies. It identifies mid- to long-term (8-20 years) and short-term (0-7 years) transportation improvements for inclusion in the Regional Transportation Improvement Program (RTIP). These RTIPs are useful in making decisions related to the development and growth of the region as they show estimated project costs and identify agencies responsible for implementing the action plans.

STATE AND REGIONAL PLANNING PROCESSES

State Planning Process

State planning for highways is accomplished through several planning processes which identify improvement projects as they are needed. These processes culminate in the biennial State Transportation Improvement Program (STIP) for capacity increasing projects that fall within the Interregional Road System (IRRS) or Flexible Congestion Relief (FCR) state programs. The STIP is a list of projects selected from the RTIPs and Caltrans PSTIP. The biennial STIP is a seven year program adopted by the CTC by April 1 of even numbered years.

In Amador County as in many other rural counties, the state planning policy will revolve around the new legislation embodied in SB 300, AB 471, and in SB 1435 (Federal ISTEA enabling legislation). The STIP will program projects included in the IRRS Plan and/or the FCR program. Additionally, Caltrans is responsible for state highway improvements of a non-capacity increasing nature for rehabilitation, safety or operational improvements via the Highway System Operation and Protection Plan (HSOPP).

Caltrans also has a long-term planning process called System Planning, which was initiated by Caltrans in 1983 and has been undergoing review and updating to conform to SB 300 and AB 471 requirements. Additional revisions are also anticipated as a result of SB 1435. This process involves an individual study of the long-range concept of each state route over a 20-year planning horizon, with appropriate consideration of the period beyond 20 years. Draft Route Concept Reports (RCRs) or Transportation Concept Report (TCR) are circulated through RTPAs, cities, counties and various Caltrans departments for comments. All comments received are considered in preparation of the final RCRs. RCRs are recycled as necessary to be representative of changing conditions. RCR's (TCR's) long-range plans are incorporated into the District System Management Plan (DSMP) and other staff documents such as the October 1991 *Regional Transportation Strategies.*

The Route Development Plan (RDP) is also a part of the System Planning Process. The RDP is prepared biennially and identifies projects which are candidates for future STIPs. Past RDPs have been based on several funding scenarios to indicate which SHS improvements are possible given various funding levels. County minimums are considered in preparation of the RDP and input is requested from all RTPAs in District 10. Caltrans expects that the RDP will be useful to the LTC in the preparation of its RTP, RTIP and the future project development list discussed in Section 65086.4 of the Government Code.

The latest RDP was prepared in 1989 and is shown as Table 2. To be effective, Amador County should be thinking ahead in its efforts to influence Candidate Lists and STIP funded projects via participation in the RDP process. The LTC should be actively involved in the entire System Planning process, especially the RDP portion.

The STIP process also permits local jurisdictions to present their funding requests to the CTC biennially. Previously, this was done through verbal presentations supported by a "fact sheet". Currently the oral presentations must be supported by the RTIP, including evaluation sheets. Such presentations do not need to be from the candidate list but must meet AB 84, SB 300 and AB 471 criteria.

The ability to preserve future transportation corridors is an important tool in the delivery of transportation projects. Recent legislation, including SB 1784, AB 3719 and ISTEA recognize that substantial cost and time savings can be achieved by right-of-way preservation.

AB 3719 authorizes regional transportation planning agencies to designate special corridors of statewide or regional priority for long-term right-of-way preservation in their RTP. SB 1784 authorized $25 million to be spent on corridor preservation. Any unused funds will be used in the AB 3719 program.

ISTEA requires the FHWA to report to Congress on the preservation of transportation corridors. ISTEA does not include funding for corridor preservation, but based on the need indicated by the report, Congress may decide to allocate funds in the next federal transportation act.

Regional Planning Process

In response to AB 69 (1972), the regional transportation planning process was initiated throughout California in 1973. The Amador County Local Transportation Commission (LTC) was designated as the Regional Transportation Planning Agency (RTPA) for Amador County. In compliance with state statutes, the LTC is comprised of three members appointed by the County Board of Supervisors and three members appointed by the City's Select Committee representing five incorporated cities in the County. An organizational chart is shown at the beginning of this document.

A primary responsibility of the LTC is to adopt and update the RTP and RTIP in accordance with state law. The LTC is also responsible, with city and county input, for determining the priorities for all proposed new transportation facilities shown in the RTP. The previous schedule required that the RTP be submitted to the CTC and Caltrans by August 1 of even numbered years. However, California Senate Bill 1435 has changed this deadline to December 1 of all even numbered years. SB 1435 also called for an interim submittal by June 1, 1993.

Each fiscal year the LTC approves the Overall Work Program (OWP). This document outlines the transportation planning work to be accomplished, including responsible agencies and funding, in order to ensure an adequate and up-to-date RTP is maintained. The Work Program must be approved by Caltrans before state subvention funds can be used for transportation planning studies or administration. The state may provide "State Subvention Funds" for up to 70% of the funding to support work program activities. The remaining 30% comes from local sources such as cash or in-kind services.

Table 2
Project Alternatives In The 1989 RDP

Location	Description	Alternative	*Cost (in Millions)
SR 49	South of Route 88 in Jackson, widen to 4 lanes with left turn lane	1	$ 1.84 [1]
SR 49	Highway 49 Bypass, 2 lane expressway	1 & 3	49.8 [2]
SR 88	San Joaquin County line to Route 124, widen with passing lanes (portions).	4	3.9 [3]
SR 88	East of Route 26 to East of Cook Station (portions). Passing lanes, 2 way left turn lane and widening	2	11.0 [4]
SR 88	East of Cook Station to Silver Lake (portions). Passing lanes at selected locations	1, 3, & 4	3.9 [5]

1 Subsequent to RDP, became candidate and IRRS Plan Project.

2 Subsequent to 1989 RDP, became candidate and IRRS Plan Project. Previous RDP listing was solely for portion north of Amador City.

3 Not currently a candidate for passing lane(s). Will likely be widened in conjunction with Candidate Rehabilitation Project.

4 Subsequent to RDP, became candidate and IRRS Plan Project.

5 Only passing lanes at east end are on current candidate list. Project premised on using Alpine County minimum funds.

* Revised costs and related scope are from the March, 1993 candidate list.

In general, the transportation planning process focuses on the annual OWPs which are intended to ensure the continuous update and improvement of RTPs. The OWP programs preparation of each RTP update. It may also program funding to update general plan circulation elements or various background transportation studies to be undertaken. Such studies are usually concentrated in areas with current or anticipated future circulation problems, although they may also be directed at making existing systems more efficient.

Following preparation of a "draft" report, various OWP authorized studies are made available for analysis of forecast data, alternative transportation plans, and citizen and staff input. After the LTC has evaluated public input and staff reports, it directs that a "final" study be prepared. Data from such studies as well as preferred alternatives or acceptable recommendations are then carried into the RTP update or local general plan circulation elements which are the official "adopted" transportation policy documents of the region. To the greatest extent possible, all such documents should be consistent with one another and with the state planning process.

Beginning in 1990, each RTPA must biennially prepare and adopt a 7-Year Regional Transportation Improvement Program (RTIP) document and submit this document to the CTC and Caltrans by December 1 of odd numbered years. The RTIP is to include all major projects proposed for funding from the FCR, urban rail transit and commuter rail program elements and may include projects proposed in the IRRS program element (in support of Caltrans' PSTIP). All major projects are to be listed in priority order with current cost escalated to the anticipated delivery year. Together, the RTP shows the policies and actions the county wishes to pursue and the RTIP reinforces this with a biennial assessment of the priority projects for the county.

LOCAL AND REGIONAL ACTION PROGRAMS

Roadway System

Description of State Highways

The existing regional transportation system in Amador County is highway-oriented. Figure 2 shows the functional classification of County roadways as determined by a cooperative Caltrans/local jurisdiction(s) reclassification effort in 1992. This updated functional classification was mandated by ISTEA using functional usage criteria established by FHWA. The most significant change in classification was that SR 88 was proposed as a principal arterial of the National Highway System (NHS). In December of 1992, the LTC recommended that Routes 16 and 49 also be added to the National Highway System as principal arterials.

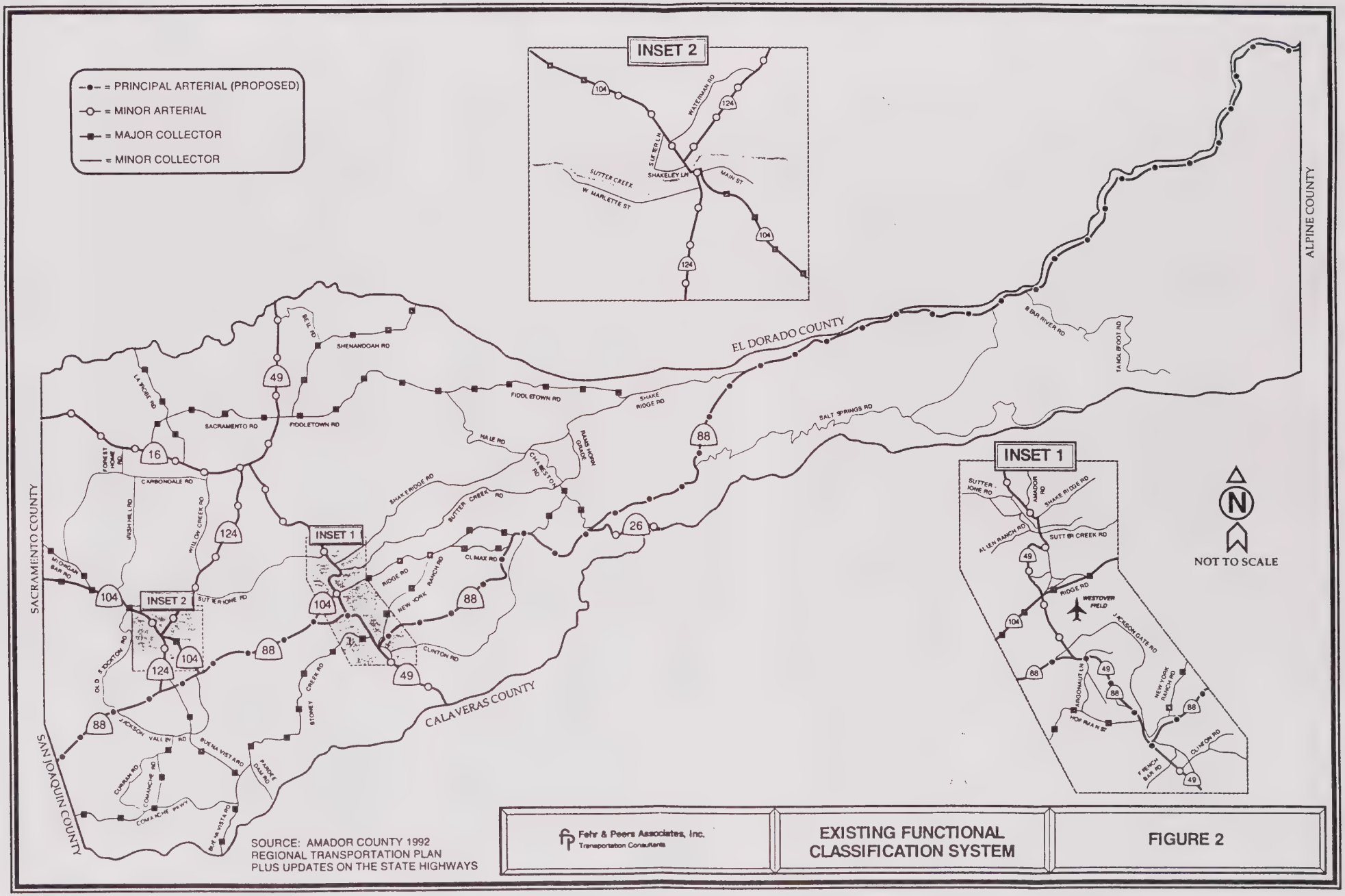
State highways serving the County are Routes 16, 26, 49, 88, 104, and 124 (See Figure 2). These routes provide for access to/from and movements through the County. They are interconnected with a network of major and minor county roads which serve the local communities. The State highways in Amador are described as follows:

- Route 16 enters Amador County at the Sacramento County line in the northwest corner of the County. Classified as a minor arterial, it extends easterly to Route 49 at Central House. This route connects Amador County's major population centers and the Sacramento area.

- Route 26 extends from Route 99 in San Joaquin County near Stockton to Route 88 in Amador County, east of Pine Grove, via Valley Springs, Mokelumne Hill and West Point in Calaveras County. The section in Amador County, a minor arterial, lies between Route 88, 3.8 miles east of Pine Grove, and the Calaveras County line 4.6 miles to the east, near West Point.

- Route 49, the Mother Lode Highway, sometimes referred to as the "Golden Chain" Highway, extends from Oakhurst in Mariposa County to Vinton in Plumas County, connecting many of the historic towns developed during the gold mining days. This route is also classified a minor arterial except for the section which is coincidental with SR 88 between Martell and Jackson, which has been reclassified as a principal arterial. It is the major north/south highway though Amador County and is heavily traveled, particularly between Jackson and Route 16. Amador County considers construction of the Route 49/Sutter Creek-Amador City Bypass its highest priority project and the CTC has programmed a portion of this project in the 1992 STIP.

- Route 88 enters Amador County on the west from San Joaquin County and crosses the county from west to east, ultimately connecting to Alpine County near Kirkwood. It connects Amador County to El Dorado County and South Lake Tahoe via Highway 89, and to the State of Nevada south of Minden/Gardnerville. It serves the recreational areas of Amador and Alpine County. In 1972, the State Highway Commission designated State Route 88 an all-year highway. Most of Route 88 provides satisfactory service, except for the section between Pine Grove and Cooks Station which is primarily characterized by narrow paved widths and nonstandard alignments. Due to the increased residential development in the Pine Grove/Pioneer/Buckhorn area and increased recreational traffic, some traffic congestion and safety problems have been experienced in this area.



SOURCE: AMADOR COUNTY 1992
REGIONAL TRANSPORTATION PLAN
PLUS UPDATES ON THE STATE HIGHWAYS

Fehr & Peers Associates, Inc.
Transportation Consultants

EXISTING FUNCTIONAL CLASSIFICATION SYSTEM

FIGURE 2

Route 88 was proposed to be upgraded from a minor arterial to a principal arterial as a part of the functional reclassification process and is included in "California's Proposed National Highway System" . The NHS is also a requirement of ISTEA, with California's proposed system submitted to FHWA in May of 1993.

- Route 104, is a major collector which enters Amador County from Route 99 at Galt in Sacramento County, passes through the City of Ione, and intersects Route 88, at Post Mile 8.2 in Amador County 2.3 miles east of Ione. It is then coincidental with Route 88 until 1.6 miles west of Martell, goes northeasterly as a major collector to Route 49 at Sutter Hill. Ridge Road, between Route 49 at Sutter Hill and Route 88 near Pine Grove, is a County major collector road and an extension of Route 104. The Ridge Road/Climax Road section between Sutter Hill and Pine Grove is an "Unconstructed State Highway" extension of Legislative Route 104, and is considered the "Traversable Highway" location as discussed in the statues.

- Route 124 begins at Route 88 south of Ione, passes through Ione, and connects to Route 16 near Central House. This route is a 40-foot paved expressway north of Ione, and provides good service as a minor arterial except for a congested section through Ione where Routes 104 and 124 have concurrent routing.

Routes 16,49 and 88 are "priority" routes on the IRRS. Routes 26, 104 and 124 are non-IRRS routes. Route 104 formerly had a Federal Aid Secondary (FAS) designation and the remaining routes were designated as Federal Aid Primary (FAP) routes. These FAS/FAP designations have been deleted in response to the ISTEA with federal-aid funding now via the Surface Transportation Program (STP) and potentially the NHS program for SR 88. ISTEA funds can be used for all roads which have a classification of minor collector or higher.

Description of Local Roads

There are approximately 440 miles of county roads and city streets that interconnect with state highways in Amador County. Of these, approximately 125 miles of principal county roads serve such tourist-attracting areas as Camanche Reservoir, Daffodil Hill, and the Indian Grinding Rock State Park and the many summer homes scattered throughout the county.

Principal and minor arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement. In Amador County, the arterial system consists basically of the state highway system. As the county grows, some new or existing County roads may achieve minor arterial status in the future.

Major collectors, according to the Federal Highway Administration, provide service to larger towns not directly served by the higher systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, County parks, important mining and agricultural areas. Additionally, they link these places with nearby larger towns or cities and/or with routes of higher classification. They serve the more important intracounty travel corridors with some intercounty connections. In Amador County, the major collector system consists primarily of the major county roads and State Route 104.

Minor collector routes provide service to the remaining smaller communities, link the locally important traffic generators with their rural hinterlands, and are spaced at intervals, consistent

with population density to collect traffic from local roads and bring all developed areas within a reasonable distance of a major collector road.

The rural local road system serves primarily to provide access to adjacent land, and provides travel over relatively short distances as compared to collectors and other classifications. Local roads constitute the remaining roadway mileage not classified as principal arterial, minor arterial, or collector roadways. Roadways classified as rural minor collectors and local roads are not eligible for STP federal funds under the requirements of ISTEA.

Existing Operating Conditions

Figure 3 displays the most recent available daily traffic counts for State Highways and County roads. Each of these roads was evaluated to determine the existing average daily operating conditions. The quality of traffic operations is expressed in terms of level of service (LOS) ranging from LOS A (best) to LOS F (worst). Table 3 below provides a qualitative description of each LOS category. Policy 1.b of this document for the State Highways and Local Roads identifies LOS C as the standard for acceptable operations. It should be noted that the Caltrans District 10 concept (standard/threshold) LOS for the state highway system is LOS C for IRRS routes and LOS D for non-IRRS routes.

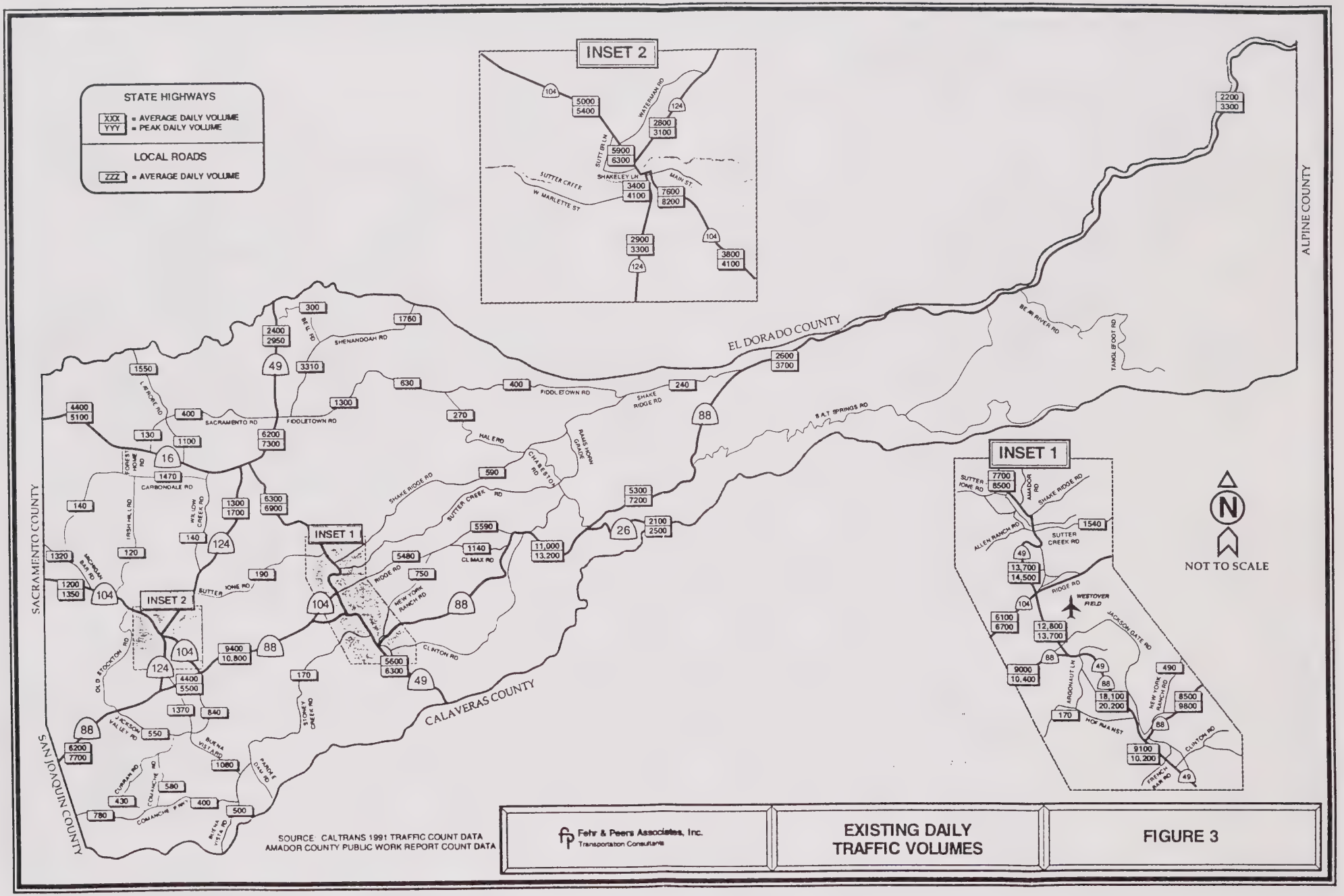
Table 3
Level of Service Description

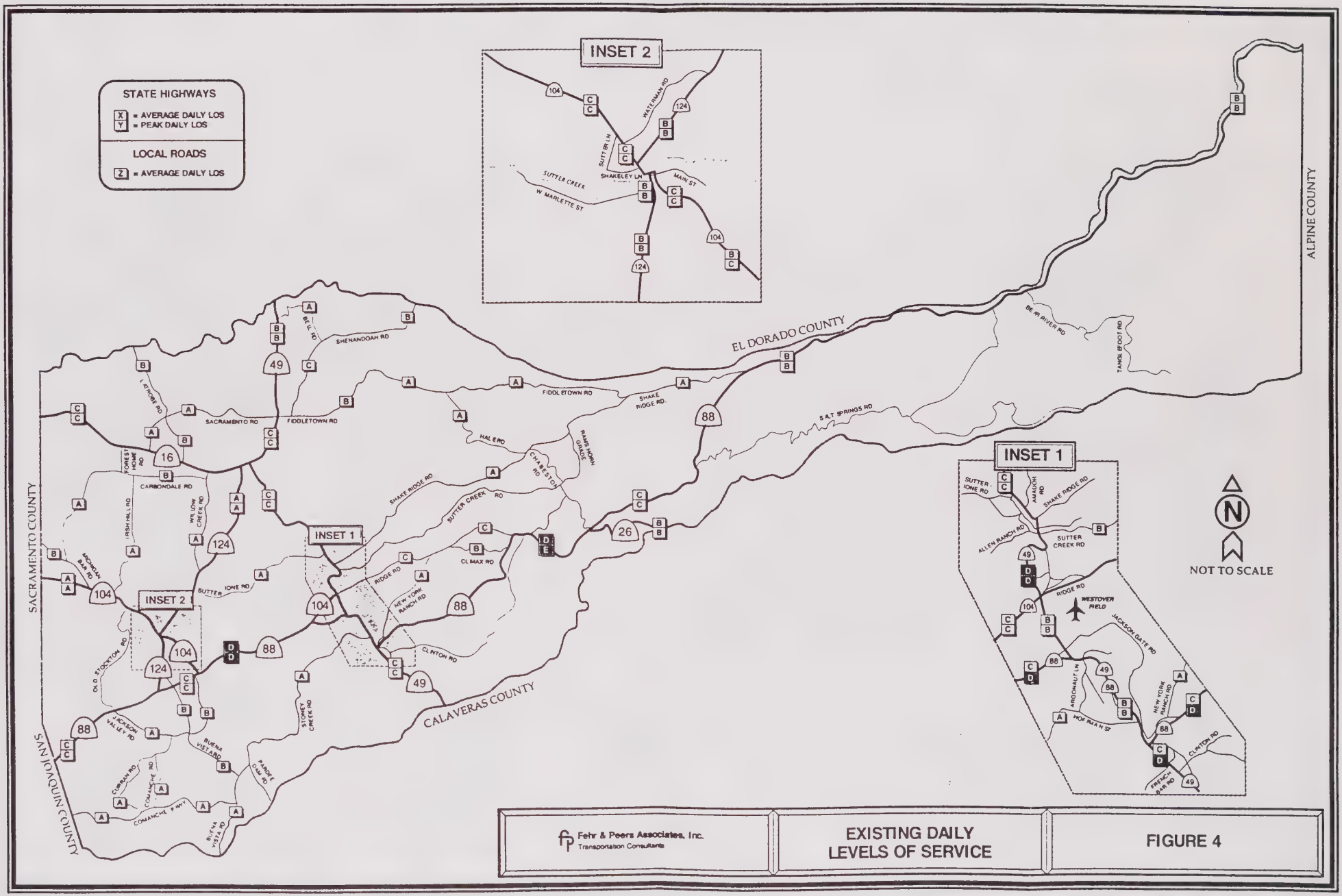
Level of Service	Description
A	Represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	Stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	Represents high density, but stable flow.
E	Represents operating conditions at or near the capacity level.
F	Represents forced of breakdown flow.

Source: *Highway Capacity Manual - Special Report 209*, Transportation Research Board (TRB), 1985.

In order to determine the existing LOS, the average daily volumes were compared to road generalized daily capacities for each classification of road as determined by methods described in the *Highway Capacity Manual - Special Report 209*, TRB, 1985 and *Transportation Research Record 1194*, Transportation Research Board, 1988 (See Appendix C). Figure 4 presents the LOS results for each road analyzed. The following roads currently experience unacceptable levels of service on an average daily basis (LOS D or worse):

- State Route 49 between Sutter Creek and Jackson (excluding the 4-lane section);
- State Route 88 between Ione and Martell;
- State Route 88 east of State Route 49 in Jackson; and
- State Route 88 near Pine Grove and Buckhorn.


STATE HIGHWAYS
XXX = AVERAGE DAILY VOLUME
YYY = PEAK DAILY VOLUME
LOCAL ROADS
ZZZ = AVERAGE DAILY VOLUME
INSET 2
INSET 1
INSET 2
INSET 1
SACRAMENTO COUNTY
EL DORADO COUNTY
ALPINE COUNTY
CALAVERAS COUNTY
SAN JOAQUIN COUNTY
SUTTER CREEK
W MARLETTE ST
SUTTER HILL LN
SHAKELEY LN
MAIN ST
WATERMAN RD
SHENANDOAH RD
FIDDLETOWN RD
SACRAMENTO RD
CARBONDALE RD
FOREST HOME RD
IRISH HILL RD
PLEASANT VALLEY RD
MORMON BAR RD
PINE GROVE VOLCANO RD
SHAKE RIDGE RD
SUTTER CREEK RD
HALE RD
RAMS HORN GRADE
CHAPEL OF
SUTTER HOME RD
RIDGE RD
NEW YORK RANCH RD
CL MAX RD
CLINTON RD
OLD STOCKTON RD
JACKSON VALLEY RD
BUENA VISTA RD
CUMMINS RD
COMANCHE PKWY
STOCKER CREEK RD
PARDEE DAM RD
BEAR RIVER RD
TANGLEFOOT RD
SALT SPRINGS RD
SUTTER HOME RD
AMADOR RD
ALLEN RANCH RD
SUTTER CREEK RD
WESTOVER FIELD
JACKSON GATE RD
ARGONAUT LN
HOFMANN ST
FRENCH BAR RD
NOT TO SCALE
SOURCE: CALTRANS 1991 TRAFFIC COUNT DATA
AMADOR COUNTY PUBLIC WORK REPORT COUNT DATA
Fehr & Peers Associates, Inc.
Transportation Consultants
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 3


STATE HIGHWAYS
X = AVERAGE DAILY LOS
Y = PEAK DAILY LOS
LOCAL ROADS
Z = AVERAGE DAILY LOS
INSET 1
INSET 2
EL DORADO COUNTY
ALPINE COUNTY
SACRAMENTO COUNTY
CALAVERAS COUNTY
SAN JOAQUIN COUNTY
NOT TO SCALE
Fehr & Peers Associates, Inc.
Transportation Consultants
EXISTING DAILY LEVELS OF SERVICE
FIGURE 4

Significant levels of peak hour congestion have been observed on many other state and local routes. These peak periods may occur during commuter hours of weekdays or on weekends resulting from tourist traffic. Specific locations include:

- Several intersections along SR 49 through Jackson, Martell and Sutter Creek including Ridge Road, SR 88 north , Main Street in Jackson, and SR 88 south;
- Sections of SR 49 through Amador City and Drytown and adjacent to Broadway and Clinton Road south of SR 88;
- The intersections of SR 104 and 124 in downtown Ione;
- The section of SR 49 through Plymouth; and
- The section of SR 88 through Pine Grove and Buckhorn.

Past Accomplishments

The most significant recent accomplishment has been the CTC's decision to program Phase I of the State Route 49 Bypass in the 1992 STIP. This project has been the LTC's priority state highway project for nearly a decade. Although STIP programming is an accomplishment, actual project delivery remains a serious concern, based on the LTC's past experience.

The 1984 STIP listed five highway projects, four of which were scheduled to begin in FY '85/86 or FY '86/87. The 1986 STIP contained the same five projects, although two were combined into one, making a total of four projects. As of 1992, six years later, none of these projects have been completed.

The Financial Element discusses the problems in financing state highway projects and the distressing fact that the inability of the state to carry out programmed projects may hurt the region in obtaining additional needed projects such as the State Route 49 Bypass of Sutter Creek and Amador City/Drytown.

In March of 1993, Caltrans District 10 published its Candidate List of Projects in Amador County. Appendix D includes a complete list of all candidate projects in Amador County. Amador County's number one priority project is the State Route 49 Sutter Creek, Drytown and Amador City bypass project. The candidate list has included this priority project since 1989, and the 1992 STIP schedules the section south of SR 104 for construction in the 1998/99 FY. Additionally, $6.2 million is programmed for right-of-way north of SR 104 in the 1992 STIP. The county's second and third priority projects, the widening of State Routes 88 and 49 in Jackson, continue to be on the candidate list. Projects do not move to the STIP and then to construction unless they are on the candidate list, are part of the IRRS Plan or considered for the FCR program, and have approved PSRs.

Future Conditions

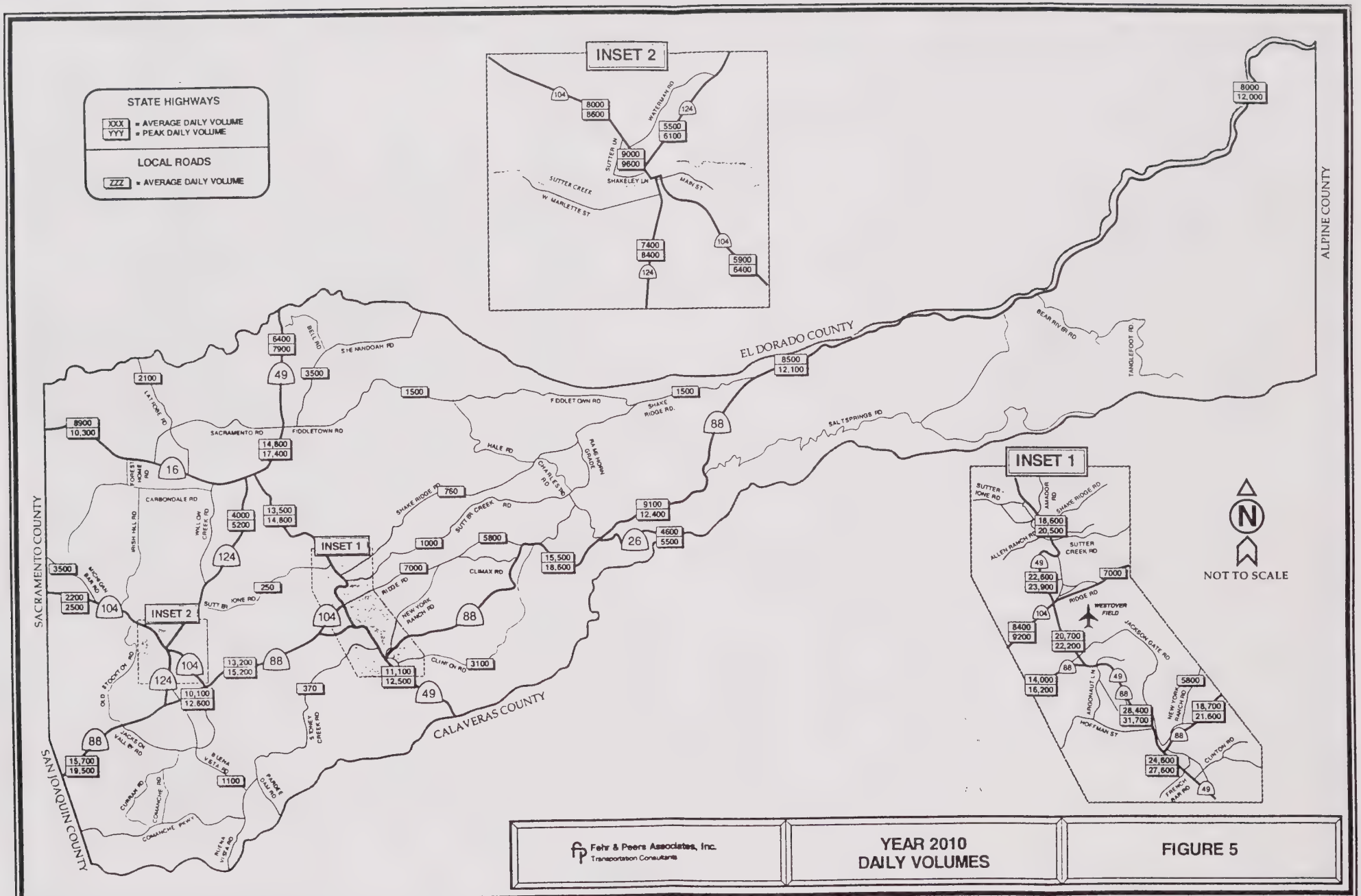
During FY 87/88, the LTC commissioned TJKM Transportation Planning Consultants to prepare a countywide traffic circulation study. TJKM developed a MINUTP-based traffic model to simulate existing traffic conditions and project future traffic conditions in Amador County. The model was validated to 1986 conditions using base land use data and a series of assumptions regarding trip generation, distribution and through traffic in order to match existing traffic counts. Once the model was validated, TJKM consulted with city and county officials to obtain an assessment of expected growth to buildout. Future traffic demand was then projected based on this expected land development.

Fehr & Peers Associates used the MINUTP-based model to update the future year traffic forecasts for the regional road system. Reviews and adjustments were made in order to comply with the 1993 RTP Guidelines. A description of this update process is contained in Appendix E. Figure 5 shows average and peak daily traffic demand, while Figure 6 displays the resulting LOS for each road assuming no improvements. Peak daily forecasts were derived from existing data.

As shown on Figure 6, several segments of the regional road system are projected to experience unacceptable levels of service (LOS D or worse) in the future average daily condition. These are generally categorized into the following three areas.

1. *State Route 49 - Plymouth to Calaveras County Line* - This road operates at LOS D or E as a two-lane highway. Congestion will be particularly severe through Jackson, Martell, Amador City, Sutter Creek and Drytown. Unacceptable levels of service are also projected to occur along this route between Plymouth and State Route 16.

2. *State Route 88 - Throughout Amador County* -Traffic forecasts indicate that SR 88 will continue to be a major regional and interregional route through the Central Sierra. Volumes are projected to increase along the entire length of the route creating unacceptable levels of service.


STATE HIGHWAYS
XXX = AVERAGE DAILY VOLUME
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LOCAL ROADS
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INSET 2
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SUTTER CREEK
SHAKE RIDGE RD
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SACRAMENTO RD
SUTTER CREEK RD
RIDGE RD
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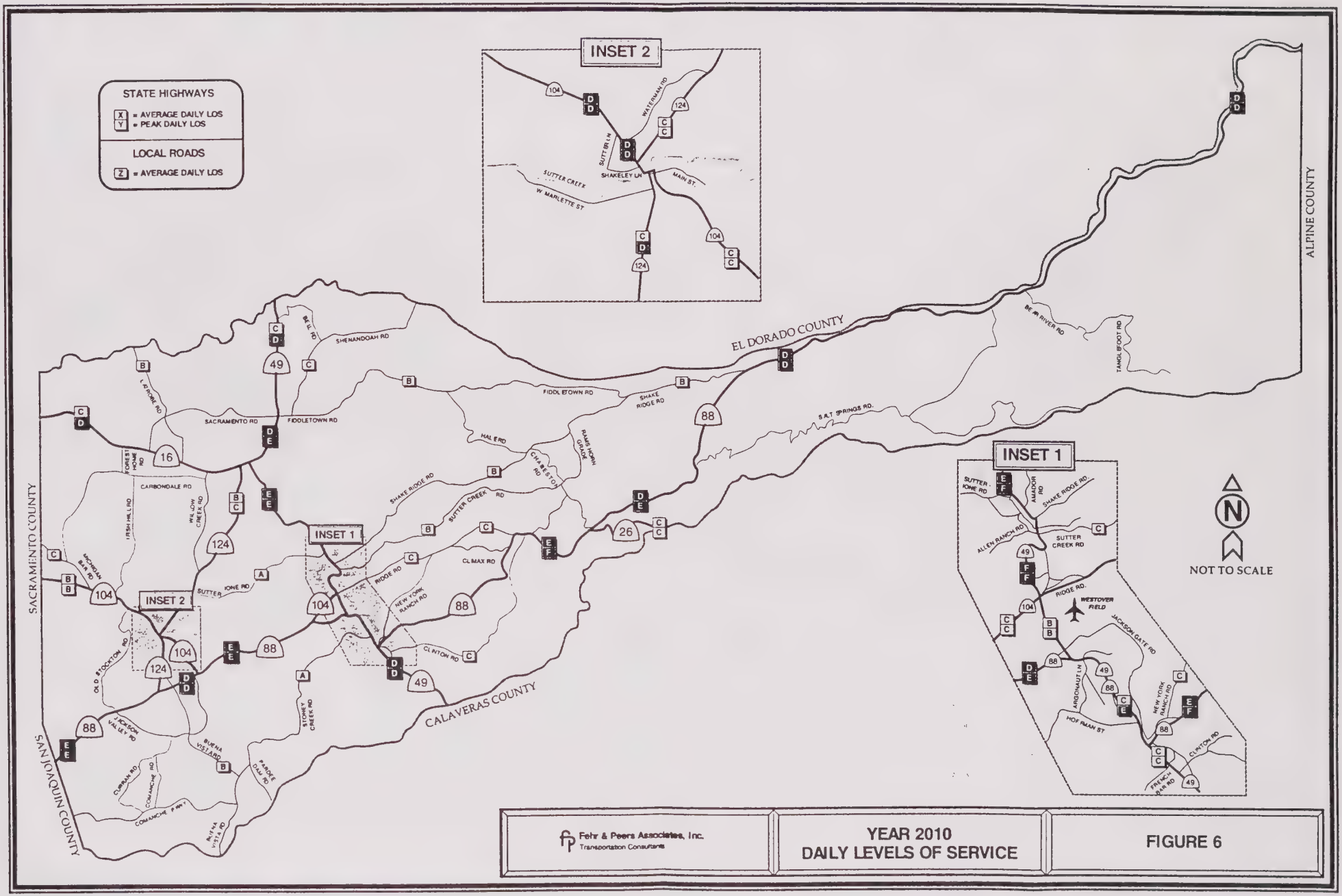
NEW YORK RANCH RD
SALT SPRINGS RD
BEAR RIVER RD
TANGLEFOOT RD
SHENANDOAH RD
HALE RD
CHARLES RD
RAILROAD GRADE
CARBONDALE RD
IRISH HILL RD
WILLOW CREEK RD
FOREST HOME RD
LATROBE RD
BELL RD
MICHIGAN BAR RD
SUTT BR
IONE RD
OLD STOCKTON RD
JACKSON VALLEY RD
BUENA VISTA RD
CUMMINS RD
COMANCHE RD
COMANCHE PKWY
PARDEE DAM RD
SHAKE CREEK RD
CLINTON RD
FIRE HOUSE RD
SUTTER-IONE RD
AMADOR RD
ALLEN RANCH RD
WESTOVER FIELD
JACKSON GATE RD
ARMOUR LN
HOFFMAN ST
WATERMAN RD
SUTTER LN
SHAKELEY LN
MAIN ST
W MARLETTE ST
NOT TO SCALE
Fehr & Peers Associates, Inc.
Transportation Consultants
YEAR 2010
DAILY VOLUMES
FIGURE 5


STATE HIGHWAYS
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LOCAL ROADS
Z = AVERAGE DAILY LOS
INSET 2
INSET 1
SACRAMENTO COUNTY
EL DORADO COUNTY
ALPINE COUNTY
CALAVERAS COUNTY
SAN JOAQUIN COUNTY
SHENANDOAH RD
SACRAMENTO RD
FIDDLETOWN RD
FIDDL ETOWN RD
SHAKE RIDGE RD
SUTTER CREEK RD
CARBONDALE RD
IRISH HILL RD
WILLOW CREEK RD
MICHIGAN BAR RD
SUTTER HOME RD
RIDGE RD
CLIMAX RD
NEW YORK RANCH RD
CLINTON RD
STICKNEY CREEK RD
JACKSON VALLEY RD
BUENA VISTA RD
CUMMINS RD
COMANCHE PKWY
PARDEE DAM RD
HAL ERD
CHARLESTON RD
RAMS HORN GRADE
S.A.T. SPRINGS RD.
BEAR RIVER RD
TANGLEFOOT RD
SUTTER HOME RD
AMADOR RD
ALLEN RANCH RD
JACKSON GATE RD
ARGONAUT LN
HOFFMAN ST
FRENCH BAR RD
WESTOVER FIELD
SUTTER CREEK
WATERMAN RD
SUTTER LN
SHAKELEY LN
MAIN ST.
SUTTER CREEK
W MARLETTE ST
NOT TO SCALE
Fehr & Peers Associates, Inc.
Transportation Consultants
YEAR 2010
DAILY LEVELS OF SERVICE
FIGURE 6

3. *State Route 104 in Ione* - Projected growth in Ione combined with increased levels of through traffic are expected to cause unacceptable operating conditions along SR 104 and 124 in Ione. Particular areas of congestion will occur at the intersections of SR 104 and 124 and the sections of these routes which directly serve commercial and residential uses in downtown Ione.

In addition to these corridors, the following areas are projected to experience unacceptable levels of service during peak daily periods only:

- State Route 49 - north of Plymouth to the El Dorado County Line;
- State Route 16 - from State Route 49 to the Sacramento County Line; and
- State Route 124 - south of Ione.

Regional Roadway Improvements

In order to provide acceptable operations along the regional road system, Amador County proposes a series of improvements (see Figure 7) to be sponsored by either the State, the County or a member City. A discussion of each improvement is given below. The implementation cost, schedule and priorities are identified in a subsequent summary of improvements by jurisdiction.

A. SR 49 Bypass

Alternatives for the County's first priority highway transportation improvement, the Highway 49 Bypass, are presently being studied by Caltrans District 10. The current "3R" alignment is the preliminary preferred alternative (see Figure 7).

The former California Highway Commission, (now CTC), adopted the controlled access alignment of the seven-mile bypass in 1969. As development threatened the alignment location and traffic approached unacceptable levels in 1985 and 1986, representatives of the county, the LTC and the City of Sutter Creek approached the CTC to assist in right-of-way acquisition and project design. The CTC's policy at the time was that local agencies were responsible for obtaining rights-of-way for the project.

In July 1986, the City of Sutter Creek drafted an alternate bypass proposal that would solve short and long term circulation needs. This route was considered more realistic and viable than the old adopted alignment for three reasons. First, 1.7 miles of right-of-way needed to bypass Sutter Creek has already been deeded to the City. Secondly, this route is proposed to be a controlled access expressway, which will be more likely to encourage development needed to help finance construction than the very limited access freeway which was originally proposed. Thirdly, the new route would be constructed in phases, timed to alleviate circulation problems as they begin to occur and as fund commitments become available. Two of the four lanes planned can be constructed in the first construction phase (four lanes to SR 104), and construction of the portion bypassing Sutter Creek could precede construction of the entire route, which will also bypass Amador City and Drytown.

In October and November 1986, the Sutter Creek City Council and the Amador County Board of Supervisors incorporated this alternative bypass alignment into the circulation elements of their General Plans. The Amador County Local Transportation Commission adopted the new alignment in its Regional Transportation Plan Update in 1986. In 1988, the City of Sutter Creek began to collect impact fees from new developments to help finance the bypass project. Completion of the bypass continues to be the number one priority project in the 1993 RTP Update.

In March 1992, right-of-way acquisition and partial construction for this project were programmed into the 1992 STIP. STIP programming has authorized Caltrans staff to begin environmental review and design of the entire bypass project. According to the California Environmental Quality Act (CEQA), alternative designs should be studied during environmental review of the project. The LTC maintains that the EIR for the SR 49 Bypass should address conditions at the SR 49/SR 88 intersection in Martell, and the adjacent area.

B. SR 88 - Operational and Safety Improvements

SR 88 is projected to operate at unacceptable levels of service for the majority of its length through the County. In order to provide acceptable operations, four lanes are required. However, due to financial, physical, and environmental constraints, Amador County has elected to propose a series of operational and safety improvements at various problem locations designed to maximize the capacity of this route.

These improvements include:

- Road widening and realignment in selected locations;
- Shoulder widening in selected locations;
- Intersection signalization;
- Additional passing lanes at strategic locations; and
- Traffic operations improvements (e.g., 2-way left turn lanes, turnouts, left turn pockets, etc.) .

Alternatives for solutions to worsening levels of service on SR 88 in Pine Grove, Pioneer and Buckhorn were addressed in *Transportation Corridors Study for the County of Amador LTC* (Omni-Means, 1988). Alternatives studied include future construction of the conventional five-lane facility (Caltrans' policy); conventional four-lane facility with left turn channelization at certain intersections; nonstandard five lane facility with reduced shoulders, and in Pine Grove a bypass alternative. As of this 1993 RTP Update, the LTC has not yet selected a preferred alternative. Selection of an alternative other than the conventional five-lane facility will require the LTC to convince Caltrans and possibly the CTC to adjust current policies for this area.

C. SR 104 Bypass

In order to provide acceptable operations along State Route 104 and 124 in Ione, the City proposes construction of a new arterial route bypassing downtown Ione on the west side of the City to divert traffic, particularly heavy trucks. Since SR 104 and SR 124 through Ione are not on the IRRS, the City could only receive state funding assistance if Ione's bypass project were to be considered Amador County's number one funding priority, Amador County were a deficit county, and FCR funds were available. Due in large part to Amador County's status as a surplus county, and the fact that development generated traffic impacts must be mitigated, these projects will likely need to be locally funded by developer impact fees.

D. SR 49 - Widen to Four Lanes between Plymouth and SR 16

Planned growth in Plymouth along with projected increases in regional traffic create the need to widen SR 49 to a four-lane conventional highway in this area.

E. Kennedy Parkway

Kennedy Parkway is a planned bypass of Jackson between SR 88 east of Jackson and SR 49/88 in the Martell Area. This route would connect SR 88 east of Court Street to SR 49/88 in the vicinity of Vogan Toll Road providing significant relief to congestion along SR 88 and SR 49/88.

F. Saint Sava Arterial

The Saint Sava Arterial route, also known as Mission Boulevard, is a proposed extension of South Broadway, north of Clinton Road, to SR 88. This route will provide an alternative connection to SR 88 thereby shifting traffic off of the existing Broadway route near SR 88.

G. Butte Mountain Road - SR 88 Connection

In order to alleviate congestion along SR 49 south of SR 88 and Jackson, this road would connect Butte Mountain Road with SR 88. This new route would also serve as improved access to Clinton Road and Butte Mountain Road for local traffic.

H. Shake Ridge Road - SR 88 Connection

The connection of Shake Ridge Road with SR 88 in the central portion of the county would improve access between existing and planned residential development in the Shake Ridge Road area and the commercial developments along SR 88 in the Pine Grove/Buckhorn area.

Another project studied by the LTC is a new route known as the East Ridge Connector. This route was proposed as an easterly bypass of Sutter Creek from Ridge Road back to Route 49 north of the City. Instead of this new route, Sutter Creek proposes to construct a series of interconnecting collector street in this area to accommodate the traffic demand. These collectors streets are included in Sutter Creek's Capital Improvement Program.

Each of the regional improvements was input into the County-wide traffic model to ensure that acceptable levels of service were maintained. The results indicated that all roadways would operate at LOS C or better with the improvements in place, except SR 88, which will be improved to the extent possible through operational and safety improvements.

Short Range Programs and Implementation - State Highway System

Table 4A lists the STIP funded short range improvement projects and their costs for state highways in Amador County (to be added to the STIP = 7 years to 2000/01). The LTC considers these projects to be high priorities for implementation.

Although Caltrans is responsible for the HSOPP program, the County has input into those projects which are programmed for HSOPP funding (i.e., operations and safety projects which do not increase capacity). Table 4B lists the HSOPP projects which the County proposes to add to Caltrans Candidate List of projects in Appendix D (to be added to the HSOPP = 4 years to 1997/98).

In addition to the County's proposed projects, Tables 4A and 4B show the projects already programmed. The LTC endorses all of these programmed projects except for project #210, widening of the existing roadway and bridge at Dry Creek. This appears in the HSOPP program and is currently scheduled for a construction start in FY 1993/94. While the LTC has acquiesced to this option, the preferred project supported by the LTC is far narrower in scope, consisting solely of the replacement of the existing bridge. The LTC feels that the funds to be saved by this alternative are better spent on the Route 49 Bypass.

Another STIP project in the Highway 49 corridor requiring the bypass is the Sutter Creek truck climbing lane (Project #206). Local citizens and officials spent numerous hours trying to convince the state that the Highway 49 Bypass is the best alternative to relieve traffic congestion between Sutter Creek and Martell and that funds programmed for construction of a climbing lane on Highway 49 in this location (Project #206) would be better spent on the previously mentioned bypass. The LTC accepted a compromise design for the proposed climbing lane to solve short term needs until the bypass can be built.

Table 4A
Amador County Transportation Improvement Program
STIP Funded State Highway Projects (Short Range)
(Dollars in 000's)

Priority	Funding Source	Project Number	Route/PM	Location/Description	Estimated 1993 Cost	Project Construction Year	Projected Cost***
P*	IRRS	2130A	49 - 6.5/7.0	North of Martell from 0.6 mi. north of Jct. 88 to Jct. 104 (Sutter Creek Bypass - Stage I) Construct Expressway/New Alignment.	$ 5,225	1999	$ 6,100
P*	IRRS	2130B	49 - 7.0/13.7	North of Martell from Jct. 104 to Jct. 16 (Sutter Creek Bypass) Right-of-Way only.	6,200	1999	6,200
P*	FCR/DE**	221A	88 - 23.6/36.0	From Hill Top Street in Pine Grove to Inspiration Point widening and passing lanes (portions).	9,160	1994	9,757
1****	IRRS	2130	49 - 6.5/13.7	North of Martell from 0.6 miles north of SR 88 to Jct. 16 west of Central House (Sutter Creek Bypass Stages 2-6) Construct Expressway/New Alignment.	40,290	2000/2001	55,197
2	IRRS	2119	49 - 2.7/3.7	In Jackson from 0.1 miles south of Scottsville Blvd., to South Avenue - widen to 4 lanes with continuous left-turn lane.	1,840	2001	2,637
3	FCR	206A	49 - 7.6/8.1	Near Sutter Creek from 0.8 to 0.2 miles south of Sutter Creek Bridge - Stage II install truck-climbing lanes and shoulders.	954	2001	1,367
				Total	$43,084		$59,201

* P = Already Programmed
** DE = Developer Exaction (Local $)
*** Projections escalated at 4.5% per year for construction with right-of-way already escalated.
**** Include construction only. Additional right-of-way cost may be added at a future date.

Table 4B
Amador County Transportation Improvement Program
HSOPP Funded State Highway Projects (Short Range)
(Dollars in 000's)

Priority	Funding Source	Project Number	Route/PM	Location/Description	Estimated 1993 Cost	Project Construction Year	Projected Cost****
P*	HSOPP	210	49 - 13.5/13.7	Near Drytown at Dry Creek Bridge #26-18 - Widen roadway and bridge.	$ 701	1994	$ 734
M**	Minor	N/A	88 - 31.5/31.9±	Widen and realign 2000' west of Buckhorn	160	1998	195
1	HSOPP	207A	49 - 10.6/10.7	In Amador City at Amador Creek Bridge #26-16 - Replace Bridge	1,068	1994	1,110
2	HSOPP	N/A	49 - 5.8/5.9	Improvements to SR 49/88 intersection in Martell.	N/A	1994	N/A
3	HSOPP	N/A	88 - 6.1/6.2	Realign Buena Vista and left turn pockets.	580	1998	716
				Total	$1,648		$1,826

* P = Already Programmed
** Minor A project since it is less than $300,000. Not to be included in totals
*** Projections escalated at 4.5% per year for construction with right-of-way already escalated.

N/A = Not Applicable - Not on Caltrans Candidate List.

All highway projects are to be constructed by Caltrans. SB 516 (1990) allows Caltrans to contract directly with outside firms in an effort to speed up project delivery. It is the LTC's responsibility to prepare an RTP which identifies projects needed in Amador County and to follow up with direct input to the California Transportation Commission via the biennial RTIP. In preparing both the RTP and RTIP, the LTC will work cooperatively with Caltrans to ensure consistency with their System Planning and other processes. Now that the right-of-way acquisition and construction of Phase I of the SR. 49 bypass are programmed into the STIP, badly needed engineering, design and environmental studies for the entire bypass project must be carried forward and threatened right-of-way must be obtained.

Mid to Long Range Programs and Implementation - State Highway System

Long-range planning projects for state highways are identified through the Caltrans System Planning Process, which involves the study of long-range plans for each state route. Improvements which could potentially be accomplished after the 1992 STIP (after 2000/01) are identified at this time. Plans for the six year period beyond the STIP are addressed in the biennial Caltrans document titled the "Route Development Plan" or RDP. The next RDP will likely be for the next 5 post-STIP years. These plans can be confusing because they usually provide several alternative plans based on different possible funding levels.

The LTC's response to Caltrans' Draft 1989 RDP update is shown on Table 5 and is the LTC's preferred list of projects beyond the seven year period covered by the STIP, the four year HSOPP period and projects included in the RTP Tables 4A and 4B.

Table 5 shows the LTC's preferences for mid- to long-range highway projects. This table is carried forward from previous RTP updates and includes or overlaps certain projects on Caltrans candidate list. Table 6 shows other long range STIP projects that have not been prioritized, including the completion of highway bypasses for Ione and Jackson. Table 7 summarizes those HSOPP projects on the Candidate List which the County endorses and those which the County proposes to be added to the Candidate List.

Short Range Programs and Implementation - County Roads and City Streets

Short-range County road projects are shown on Table 8. Some of the short-range projects are to be funded with Federal Bridge Funds and the Exchange Dollars. Exchange Dollars are state monies available to certain counties in exchange for ISTEA funds.

Within actions taken for County road projects, the LTC supports implementing the following:

1. Update and upgrade the traffic model developed by TJKM Traffic Consultants in 1988, and utilize it as an ongoing means to develop a capital improvement program and to assess off-site traffic impacts of new developments.

2. Develop a review process for all transportation improvement projects that include those agencies, committees, commissions, departments, and individuals who can provide constructive comments during the planning phase of such projects(s).

Table 5
Amador County
Mid-to-Long-Range Transportation Improvement Program (8 to 20 Years)
STIP Funded State Highway Projects
(Dollars in 000's)

Priority	Funding Source	Project Number	Route/PM	Location/Description	Estimated 1993 Cost	Project Construction Year	Projected Cost**
1	IRRS	2497	88 - 28.4/42.9	From 0.8 miles west of Pioneer Station to 1.9 miles east of Cooks Station (portions) - construct passing lanes and 2-way left-turn lane.	$11,150	2005	$14,220
2	FCR	2400	88 - 14.3/15.0	In Jackson from south fork of Jackson Creek bridge #26-36 to 0.1 miles east of Court Street - widen to 4 lanes with turn lane.	4,340	2005	6,900
3	FCR	N/A	88 - 16.7/17.8	From Rock Creek to Previtali Road - add passing lanes	1,570	2005	1,658
4	FCR/DE*	N/A	49 - 15.7/16.5	North of Plymouth - widen and minor realignment	1,780	2010	3,754
5	FCR	N/A	88 - 10.1/11.9	From Rest Area Rt. to 0.8 miles west of SR 104 - Ridge Road - construct passing lanes.	660	2010	1,391
6	FCR	2739	88 - 63.3/65.7	East of Tragedy Springs from 0.2 miles west of Mud Lake Road to 0.1 miles west of Keys Road (portions) - construct additional passing lanes.	4,065	2010	8,520
Total				Total	$23,565		$36,443

* DE = Developer Exaction (Local $)

** Projections escalated at 4.6% per year for construction with right-of-way already escalated.

N/A = Not Applicable . Not on Caltrans Candidate List.

Table 6
Amador County
20-Year + Transportation Improvement Program
STIP Funded State Highway Projects
(Dollars in 000's)

Route	Project Description	Location (P.M.)	Estimated 1993 Cost*
49	Operational Improvements	SR 49/88 @ SR 88 West	$ 5,220 +
49	Widen & Realign	S/O Plymouth	2,500
88	Jackson Northerly Crossing Interchanges & Ione Bypass Contribution	Jackson & Ione	17,770
88	Extend EB Passing Lane	@ Middle Fork Loop Rd. (± 20.0)	420
88	Widen & Realign	0.8 miles E/O SR 26 to Pioneer Station (29.2)	2,980
88	Widen & Realign	Meadow Dr. to Antelope Rd. (31.9)	300
88	Widen & Realign	1.5 miles E/O Shakeridge Rd. to 0.3 miles E/O Cook Station (42.0)	1,200
88	Widen & Realign	0.3 miles E/O Cook Station to Hams Station (42.0)	570
88	Widen & Realign	Ham Station to 0.1 mile W/O Foster Meadow Rd. (45.5)	2,610
104	SR 104 - Bypass of Ione	SR 104 @ Mich Bar to SR 124	12,540 +
		Total	$46,110

* Projections escalated at 4.6% per year for construction with right-of-way already escalated.

Information provided by Amador County and updated by Caltrans District 10

Table 7
Amador County
20 Year + Transportation Improvement Program
HSOPP Funded State Highway Projects
(Dollars in 000's)

Route	Project No.	Project Description	Location P.M.	Estimated 1993 Cost*
16	2010	Structural Repair	Sac. Co. Line to Jct. SR 49 (0.0/9.4)	$ 3,321
49	2102	Structural Repair	1.3 miles N/O Cal. Co. line to S/O SR 88 S (1.3/2.8)	1,160
49	N/A	Operational Imps.	@ Argonaut Lane	310+
88	2300	Structural Repair	San Joaquin County line to SR 124 (0.0/5.5)	3,893
88	2315	Roadside Rest.	Jackson Valley Road (2.2)	2,364
88	2338	Structural Repair	SR 124 to SR 49 at Martell (5.5/14.3)	1,981
88	2423	Structural Repair	Previtali Rd. E/O Jackson to 1.1 miles E/O Sugar Pine Drive (17.8/35.2)	10,335
88	2550	Structural Repair	0.5 mile E/O Woodlake Rd. to Fiddletown Rd. (36.0/38.2)	2,850
88	2592	Structural Repair	0.3 mile E/O Cooks Station to 0.1 mile W/O Foster Meadow Rd. (42.0/54.7)	3,510
88	2721	Structural Repair	2.0 miles west of Tragedy Springs Rd. to Kays Road (60.8/65.8)	1,460
88	N/A	Operational Imps.	Cooks Station to Alpine Co. line	1,460
88	N/A	Structural Repair	Kays Road to Alpine Co. line (Por.)	990
			Total	$33,634

* Projections escalated at 4.6% per year for construction with right-of-way already escalated.

N/A = Not Applicable. Not on Caltrans Candidate List.

Table 8
Amador County
Transportation Improvement Program
County Road Projects (Short Range - 7 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
1	LTF, Gas Tax	Shake Ridge Road Overlay	P.M. 17.3 to 18.5	$ 80	1993	$ 80
2	LTF, Gas Tax	Fiddletown Rd. Overlay	P.M. 9.0 to 10.5	80	1993	80
3	Federal Aid	Buena Vista Rd. Br. - Replace Br. & Replace Approach	At Jackson Creek	1,600	1992/93	1,600
4	Federal Aid	Bell Rd. - Replace Br. & Reconstruct Approach	At Pigeon and Indian Creek	730	1993/94	750
5	Road Funds	Fiddletown Rd. Curve Re–Alignment	@ P.M. 9.0	160	1993/94	170
6	Federal Aid	Carbondale - Replace Br. and Reconstruct Approach	At Willow Creek	310	1994/95	350
7	Federal Aid	Cook Rd. - Replace Br. & Reconstruct Approach	At Dry Creek	940	1997/98	1,200
			Total	$3,900		$4,230

Inflation Adjustment 4.5% for construction and 9.5% for right-of-way per year.

3. The Amador County Road Maintenance Superintendent shall continue to implement a County Road Maintenance Schedule that identifies revenues required for various levels of maintenance service. The countywide street and road inventory that began in 1982 and the structural analysis conducted by Carter and Associates in 1987 should be helpful to prepare this maintenance schedule.

4. Investigate the establishment of formal ridesharing program in the County through Caltrans.

5. Include in the design of street and highways projects the installation of bus stops, bikeways, mail stops, and snow chain installation areas where appropriate.

6. Update the Emergency Response Plan when warranted.

7. Inventory TSM measures in Amador County and prepare long range policy document to effect further use of TSM measures.

Each city was contacted and invited to participate with their input related to short-range projects. City street projects which have been submitted are shown in Table 9 (Ione), Table 10 (Sutter Creek), Table 11 (Plymouth), Table 12 (Jackson), Table 13, (Amador City). Figures 8-10 display the proposed local street improvement plans in Ione, Jackson/Sutter Creek and Plymouth, respectively.

Table 9
City of Ione
Transportation Improvement Program
City Street Projects (Short Range - 7 Year)
(Dollars in 000's)

Number	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
1	Developer Fees	Shakley Lane	SR 104 to Sutter	$ 155	1994	$ 162
2	HSOPP, Gas Tax, LTF	W. Marlette Phase I	Spring Creek to Golden Gate	377	1994	394
3	Impact Fees	Fairway Dr. Bridge PS&E, R/W	Fairway Drive at Sutter Creek	125	1993	125
4	Gas Tax, LTF	Five Mile Drive	SR 104	46	1994	48
5	Developer Fee	North/South Arterial, Phase 1	Between Hwy. 104 & W. Marlette St.	1,452	1995	1,600
6	City General Funds & HSOPP	Shakley Ln./Hwy 124/ Hwy 104 Intersection	Eastern End of Shakley Ln. at Hwy 104/124 Intersection	710	1995	775
7	Community Fac. Dist. 89-1, 89-2	Hwy 104/Castle Oaks Intersection	Intersection Hwy 104 & Castle Oaks	184	1993	184
8	Prop. 108 & 111, Assessment Benefit Dist.	Hwy 104 Bypass, Stage 1	Old Stockton Rd. to S.P. Tracks, headed EA to existing SR 124	3,140	1996	3,600
9	Impact Fees, Gas Tax	Fairway Dr. Bridge	Fairway Dr. at Sutter Creek	400	1997	500
10	Assessment Benefit Dist.	North/South Arterial, Phase II	Between 5 Mile Rd. (W. Marlette) to SPRR & Hwy 104 Bypass	2,900	1997	3,600
11	Redevelop Tax & City Funds	Preston Ave. Extension to Jackson St. Relocation of Hwy 124	Preston Ave/Hwy 104 to Jackson St. & Church St.Hwy 124	1,250	1995/96	1,524
			Total	$10,739		$12,512

Inflation Adjustment 4.5% for construction and design, and 9.5% for right-of-way per year.
Source: City of Ione, June 7, 1993.

Table 10
City of Sutter Creek
Transportation Improvement Program
City Street Projects (Short Range - 7 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
1	City Traffic Impact Fees	Reconstruct to Collector Standards	Gopher Flat Road, SR 49 to Mill Street	$ 180	1993	$ 180
2	City Traffic Impact Fees; Subdivider Improvements	Extend to Collector Standards	Sutter-Ione Road, N. Spanish St. to SR 49	80	1994	84
3	City Traffic Impact Fees	Reconstruct to Collector Standards	Gopher Flat Road, Mill St. to Cole St.	100	1995	109
4	State; City Traffic Impact Fees	Intersection improvements; Cooperative project with Caltrans	SR 49 (Main Street and Gopher Flat Road	90	1995	98
5	City Traffic Impact Fees	Reconstruct to Collector Standards	Church Street, SR 49 to Greenstone Terrace	180	1996	205
6	City Traffic Impact Fees; Subdivider Improvements	Reconstruct to Collector Standards	Gopher Flat Road, Cole St. to Manor Ct.	220	1997	262
7	City Traffic Impact Fees	Right-of-Way Acquisition, Extend to Collector Standards	Sutter Hill Road, Old Ridge Bypass to Ridge Road	135	1998	168
8	State; City Traffic Impact Fees	Signalization	SR 49/Sutter-Ione Road Intersection	130	1998	162
9	City Traffic Impact Fees; Subdivider Improvements	Reconstruct to Collector Standards	Sutter-Ione Road, Oro Madre Way to N. Spanish St.	330	1995	360

Table 10 (Continued)
City of Sutter Creek
Transportation Improvement Program
City Street Projects (Short Range - 7 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
10	City Traffic Impact Fees	Reconstruct to Collector Standards	Church Street, Greenstone Terrace to east City Limits	210	1999	273
11	City Traffic Impact Fees; Subdivider Improvements	Construct to Collector Standards	South Canyon Drive, Gopher Flat Road to Sutter Creek Road	570	1999	742
12	City Traffic Impact Fees	Reconstruct to Local Street Standards	Raylan Drive, SR 49 to David Drive	60	1996	68
			Total - Short Range	$2,285		$2,711

Inflation Adjustment 4.5% for construction and design, and 9.5% for right-of-way per year.
* City's share of intersection improvements at Ridge Road & SR 49

Source: City of Sutter Creek, June 1993.

Table 11
City of Plymouth
Transportation Improvement Program
City Street Projects (Short Range - 7 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
1	LTC, Gas Tax & General Funds	Gerrans - Overlay	Locust St. to End	12	1993/94	13
2	LTC, Gas Tax & General Funds	Mineral - Overlay	Mill St. north to Main	21	1993/94	22
3	LTC, Gas Tax & General Funds	Quartz - Overlay	Hwy 49 east to End	15	1996	17
4	LTC, Gas Tax & General Funds	Laverone - Overlay	Hwy 49 east to End	15	1996	17
5	LTC, Gas Tax & General Funds	Pacific - Overlay	From Crocker property north to Main	31	1996	35
			Total	$94		$104

Source: City of Plymouth, 1993.
Inflation Adjustment 4.5% for construction and 9.5% for right-of-way per year.

Table 12
City of Jackson
Transportation Improvement Program
City Street Projects (Short Range - 7 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
1	Federal & City Funds	Broadway Bridge Replacement	Broadway Bridge S. Fork	$ 424	* N/A	N/A
2	State & Developer Fees	Signalize Intersections	1. E. 88/49 2. 88/49 E. Main Street	314	* N/A	N/A
3	Developer Fees	Realign Court St. 1200' section	Water St. to New York Ranch Road	850	* N/A	N/A
4	Developer Fees	Kennedy Pkwy. (8000') 88 Interchange & 88/49 Interchange	Hwy 49/88 near Vogan Toll Rd. to Hwy 88 E/O Court Interchange & Hwy 49/88	3,478	* N/A	N/A
5	Developer Fees	S. Broadway - Widen and realign	Clinton Rd. to S. Hwy 49 plus realign Intersection W/49	627	* N/A	N/A
6	Developer Fees	New York Ranch Rd. 1500' overlay, widen & subdrains	Court St. to Kennedy Parkway	326	* N/A	N/A
7	Developer Fees	Argonaut Lane - Widen	From Argonaut Dr. to Hoffman	940	* N/A	N/A
8	Developer Fees	Jackson Gate Rd. culverts & overlay	Kennedy Wheels Park to Raggio Road	348	* N/A	N/A
9	Developer Fees	Argonaut Dr. - Widen	From Argonaut Lane to Buena Vista	784	* N/A	N/A
10	Developer Fees	Mission Blvd. 2700' (Saint Sava Arterial)	Hwy 88 to South Fork Jackson Creek	715	* N/A	N/A
11	Developer Fees	Sutter St. - Widen	Dam to Hoffman	340	* N/A	N/A
			Total	$9,146		N/A

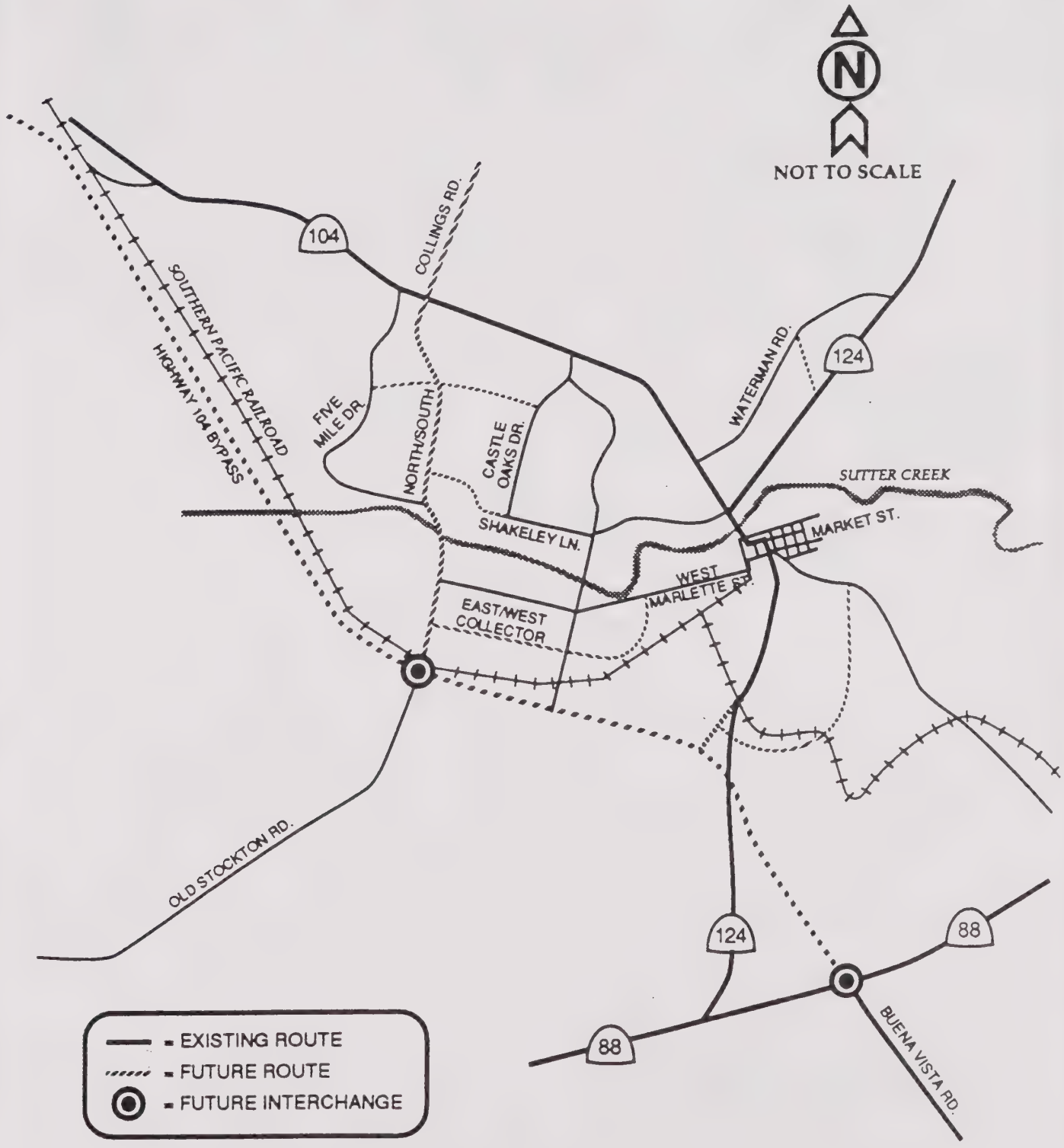
Inflation Adjustment 4.5% per year

* Projects to be scheduled as funding becomes available

Table 13
Amador City
Transportation Improvement Program
City Street Road Projects
(Short Range - 7 Year)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Cost
1	LTC	Install Culverts	Water Street	$ 6,270	1992/93	$6,270
2	LTC	Widen Street	Church St. 3-4 ft. from O'Neill Alley to curve 8+00	4,600	1993/94	4,805
3	LTC	Widen Street	Church St. widen St. 2-3 ft. on right Hwy 49 to 2+00	2,508	1993/94	2,621
4	LTC	Overlay	Church St. Hwy 49 to End	5,960	1994/95	6,504
5	LTC	Overlay & Install Drain	God's Hill Rd., Hwy 49 to 10+50, drain at 15+00	15,257	1995/96	17,418
6	LTC	Overlay	Water St., Hwy 49 to End	22,990	1997/98	28,644
			Total	$57,585		$66,262

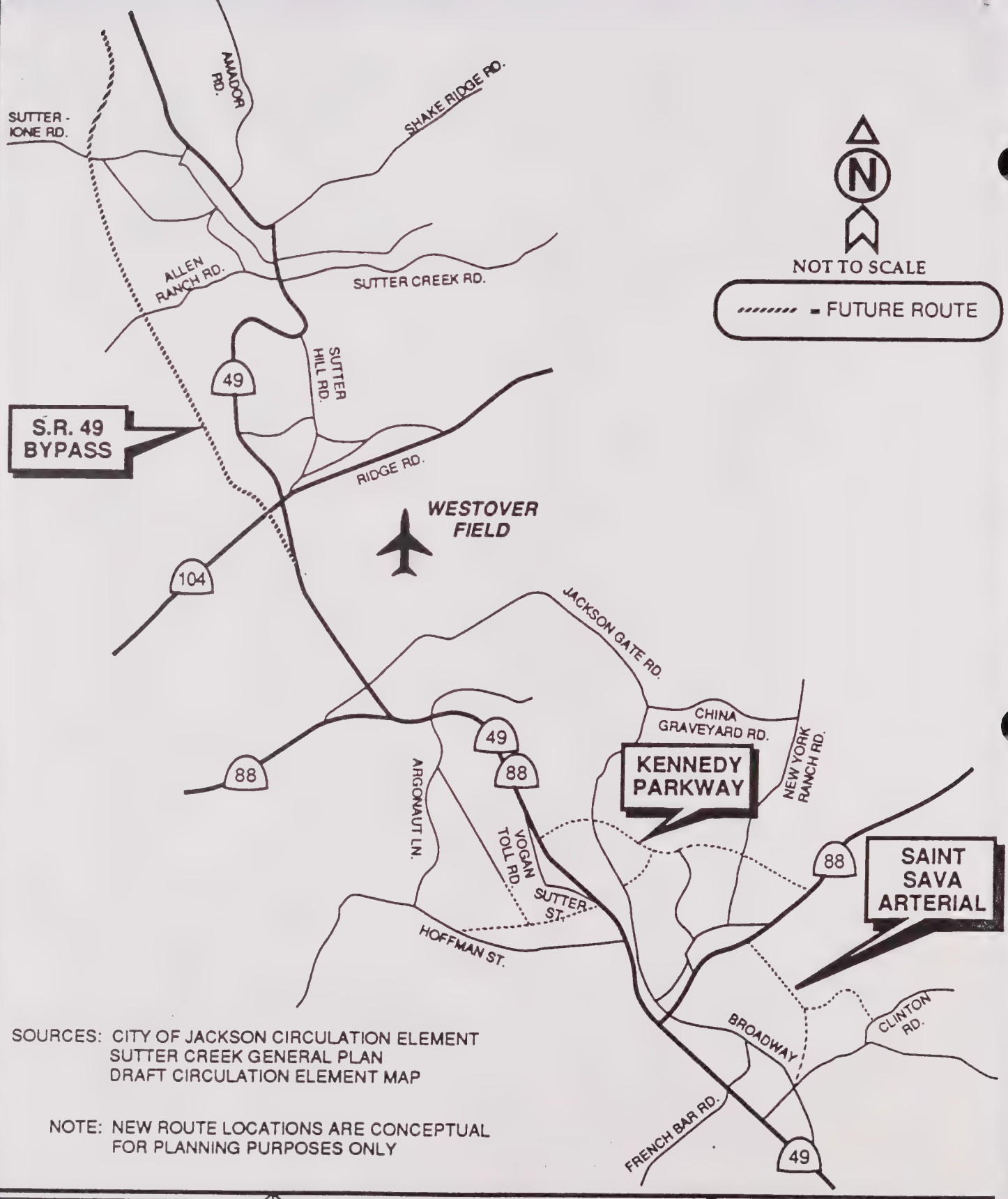
Inflation Adjustment 4.5% for construction and 9.5% for right-of-way per year.



SOURCE: IONE CORRIDOR STUDY - PHASE IV, 1991

NOTE: NEW ROUTE LOCATIONS ARE CONCEPTUAL FOR PLANNING PURPOSES ONLY.

Fehr & Peers Associates, Inc. Transportation Consultants	CITY OF IONE CIRCULATION PLAN	FIGURE 8



SOURCES: CITY OF JACKSON CIRCULATION ELEMENT
SUTTER CREEK GENERAL PLAN
DRAFT CIRCULATION ELEMENT MAP

NOTE: NEW ROUTE LOCATIONS ARE CONCEPTUAL FOR PLANNING PURPOSES ONLY

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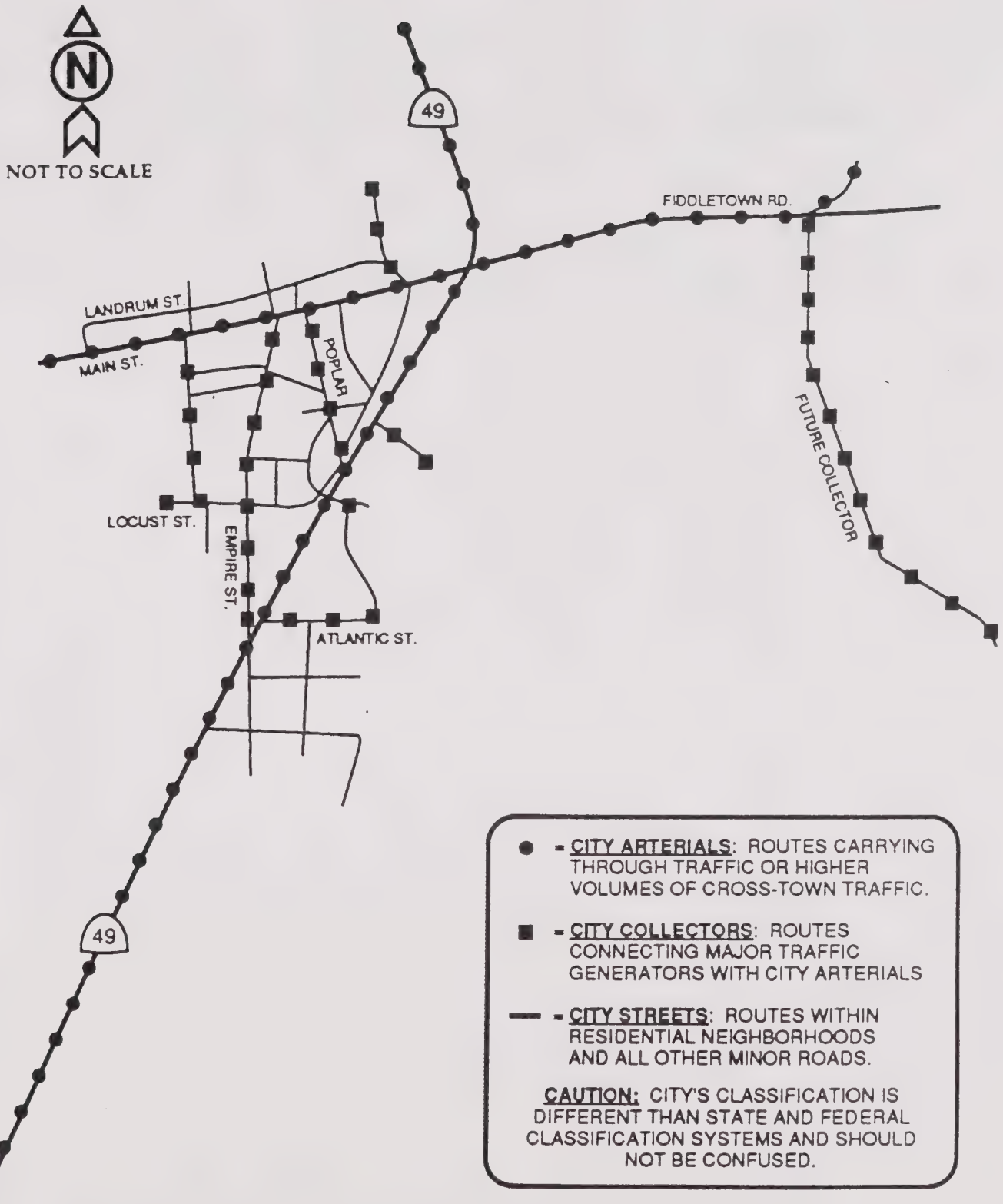
CIRCULATION PLANS FOR THE CITIES OF JACKSON AND SUTTER CREEK

FIGURE 9



SOURCE: CITY OF PLYMOUTH

NOTE: NEW ROUTE LOCATIONS ARE CONCEPTUAL FOR PLANNING PURPOSES ONLY.

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Transportation Consultants

CITY OF PLYMOUTH CIRCULATION PLAN

FIGURE 10

Long-Range Program and Implementation - County Roads and City Streets

Table 14 shows a list of projects submitted by the Amador County Public Works Department. These projects represent the County's current listing of identified long-range projects.

Long-range street projects for three of the five cities in Amador County are shown in Tables 15-18. These projects were submitted by individual cities' staffs as explained above, and represent long-range considerations of those communities.

Table 14
Amador County
Transportation Improvement Program
City Street Projects (Mid-Long Range - 8 to 20 Year)
(Dollars in 000's)

Alpha Listing	Funding Source	Project Description	Location	1993 Cost
1	Road Fund	Amador Rd. Reconstruction	Sutter Creek City Limits to Turner Rd.	$ 370
2	Developer Cont.	Ashland Xing New Construction	SR 88 to Shake Ridge Rd.	1,940
3	Road Fund	Bell Rd. Reconstruction	SR 49 to Shenandoah Rd.	1,670
4	Road Fund	Camanche Rd. Reconstruction	Camanche Pkwy. to Reservation Rd.	1,570
5	Road Fund	Carbondale Rd. Overlay	Lambert Rd. East to SR 16	310
6	Road Fund	Charleston Rd. Reconstruction	.4 mi to 1.4 mi south of Shake Ridge Rd.	570
7	Developer Cont.	Clinton Xing New Construction	Butte Mtn. Rd. to SR 88	890
8	Road Fund	Cook Rd. Reconstruction	Dry Creek to Old Stockton Rd.	280
9	Road Fund	Curran Rd. Reconstruction	.8 mi to 1.2 mi north of Village Dr.	210
10	Road Fund	Fiddletown Rd. Overlay	.4 mi west of Dry Creek to Tyler Rd.	210
11	Road Fund	Forest Home Rd. Reconstruction	Carbondale Rd. to SR 16	570
12	Road Fund	Greilich Rd. Reconstruction	SR 16 to Old Sacramento Rd.	1,460
13	Road Fund	Jackson Northerly Crossing New Construction	SR 49 to SR 88	2,610
14	Road Fund	Jackson Valley Rd. Realign Curve	.2 mi west of Martin Lane to Martin Lane	120

Inflation Adjustment 4.5% for Construction and 9.5% for right-of-way per year.

Table 14 Continued
Amador County Transportation Improvement Program
(Dollars in 000's)

Alpha Listing	Funding Source	Project Description	Location	1993 Cost
15	Road Fund	Latrobe Rd. Reconstruction	Old Sacramento Rd. to Lorentz Rd.	$ 680
16	Road Fund	Latrobe Rd. Overlay	Lorentz Rd. to El Dorado County Line	160
17	Road Fund	New Chicago Rd. Overlay	SR 49 to Bunker Hill Rd.	90
18	Road Fund	Pine Grove - Volcano Rd. Overlay	SR 88 to Consolation St.	210
19	Road Fund	Pioneer Creek Rd. Reconstruction	Buckhorn Ridge Rd. to 1 mi north of Buckhorn Ridge Rd.	730
20	Road Fund	Shenandoah Rd. Reconstruction	.1 mi west of Fiddletown Rd. to .2 mi east of Bell Rd.	2,820
21	Road Fund	Shenandoah School Rd. Reconstruction	Shenandoah Rd. to Shenandoah Rd.	1,880
22	Road Fund	Steiner Rd. Reconstruction	Shenandoah Rd. to Shenandoah Rd.	1,100
23	Developer Cont. & Road Fund	Tabeaud Rd. Reconstruction	ACWA Canal to Timberidge Rd.	1,670
24	Developer cont. & Road Fund	Waterman Rd. Reconstruction	Ione City Limits to SR 124	840
26	Developer Cont. & Road Fund	NY Ranch Rd. Reconstruct	China Graveyard to Bingo Way	1,250
			Total	$24,210

Inflation Adjustment 4.5% for Construction and 9.5% for right-of-way per year.

Table 15
City of Ione
Transportation Improvement Program
City Road Projects (Mid Range - 1998 to 2003)
(Dollars in 000's)

Number	Funding Source	Project Description	1993 Cost	Construction Year	Projected Costs
1	Developer Fees & City	West Marlette St. Improvements Phase III	$ 350	1998	$450
2	Developer Fees	Collins Rd. Improvements	950	Not Available	N/A
3	Assessment Dist., City, State	Hwy 104 Bypass, Stage 1, Phase II	1,980	Not Available	N/A
4	LTC, City, HSOPP	Old Hwy 104/Hwy 88 Intersection	680	Not Available	N/A
5	Developer Fees, HSOPP, LTC	Hwy 88 at Buena Vista Rd.	1,410	Not Available	N/A
6	Developer Fees	Fairway Dr. Extension	350	1998	450
7	City, HSOPP	Hwy 88/124 Intersection	490	Not Available	N/A
8	Assessment Dist.	New SR 104, Buena Vista Road	3,190	Not Available	N/A
9	HSOPP, City Funds	Hwy. 88/Buena Vista Road Intersection	260	Not Available	N/A
		Total	$9,660		

Inflation adjustment 4.5% for construction and 9.5% for right-of-way per year.
Specific projected construction dates not available
Source: City of Ione, June 7, 1993.

Table 16
City of Ione
Transportation Improvement Program
City Road Projects (Long Range - 2004 to 2013)
(Dollars in 000's)

Priority	Funding Source	Project Description	1993 Cost	Construction Year	Projected Costs
C	Assessment Dist., Developer Fees	West Marlette Reconst Fairway Dr. to N/S Arterial (Phase II)	$ 1,070	Not Available	N/A
C-1	Developer Fees	Waterman Rd. Connector	1,010	Not Available	N/A
C-2	Assessment Dist., City, Dev. Fees	East/West Collector (west)	910	Not Available	N/A
C-3	Assessment Dist., Developer Fees	East/West Collector (east)	530	Not Available	N/A
C-4	Assessment Dist., City, Caltrans	Hwy. 104 Bypass Stage II, Phase I	6,750	Not Available	N/A
C-6	Assessment Dist., LTC, Caltrans	New Michigan Bar Rd. Expwy.	1,940	Not Available	N/A
C-7	Fac. Dist., New Assessment Dist., Developer Fees	Existing Hwy 104 Improvements	1,490	Not Available	N/A
C-8	Developer Fees, Assessment Dist.	Arroyo Seco Collector	1,580	Not Available	N/A
C-10	Developer Fees, Assessment Dist.	Hwy 124/Hwy 104 Collector	1,540	Not Available	N/A
C-11	City, LTC, Developer Fees	Waterman Rd. Improvements	280	Not Available	N/A
D-1	City, Dev. Fees, Assessment Dist.	East/West Collector - Add'l lanes	530	Not Available	N/A
D-2	Assessment Dist., Caltrans	Hwy 104 Bypass State II, Phase II	6,030	Not Available	N/A
D-3	Developer Fees, Assessment Dist.	Hwy 104 Widening	6,350	Not Available	NA
D-4	Assessment Dist., Caltrans	Old Stockton Rd/Hwy 104 Bypass Interchange	8,250	Not Available	N/A
D-5	Caltrans, Assessment District, City	Hwy 88/ New Hwy 104 Interchange	5,950	Not Available	N/A
		Total	$44,210		

* Source: City of Ione, June 7, 1993

Table 17
City of Sutter Creek
Transportation Improvement Program
City Road Projects (Mid-Long Range - 8 to 20 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Costs
1	City Traffic Impact Fees	Reconstruct to Local Street Standards	Spanish Street, Sutter-Ione Road to N. Amelia Street	$ 260	2001	$ 370
2	City Traffic Impact Fees	Reconstruct to Collector Standards	Sutter Hill Road, SR 49 to Old Ridge Bypass Road	740	2002	1,100
3	City Traffic Impact Fees	Construct to Collector Standards	Extension of South Canyon Drive, Sutter Creek Road to Ridge Road	825	2006	1,462
4	City Traffic Impact Fees	Reconstruct to Collector Standards	Amador City Road - N. Amelia Street, east City Limits to Spanish Street (including SR 49 intersection)	290	2008	561
5	In Lieu Parking Fee; Grant	Parking Structure	Church Street, east of City Auditorium	2,300	2010	4,861
			Total	$4,415		$8,354

Inflation rates 4.5% for construction and 9.5% for right-of-way per year.
Source: City of Sutter Creek, June, 1993.

Table 18
City of Plymouth
Transportation Improvement Program
City Road Projects (Mid-Long Range - 8 to 20 Year)
(Dollars in 000's)

Priority	Funding Source	Project Description	Location	1993 Cost	Construction Year	Projected Costs
1	LTC, City, Gas Tax	Sherwood: Chip-seal, 2" overlay	Main St. South to Locust	$ 34	1999	$ 42
2	LTC, City, Gas Tax	Bush: Chip-seal 2" overlay	Hwy. 49 to End	33	2000	43
3	LTC, City, Gas Tax	Poplar: Chip seal 2" overlay	Main St. south to Hwy 49	34	2001	46
4	LTC, City, Gas Tax	Sutter: Chip seal 2" overlay	Pacific to End	27	2002	38
5	LTC, City, Gas Tax	Atlantic: Chip seal 2" overlay	Empire St. east to End	3	N/A	N/A
6	LTC, City, Gas Tax	3 new Arterials and Collectors	East, West and North	2,230	2003 +	3,460
			Total	$2,361		N/A

Source: City of Plymouth, 1993.
Inflation Adjustment 4.5% for construction and 9.5% for right-of-way per year.

Public Transit

Existing Conditions

The Amador Rapid Transit System (ARTS) provides service to all five incorporated cities and other small communities in the County. ARTS operates a "fixed-route/demand responsive", or "route deviation" service. Drivers will pick up and deliver passengers up to one-half mile from the designated routes. The system now operates six days a week, Monday through Saturday. The current routes served are shown on Figure 11, and the time schedules are shown in the Appendix F.

ARTS has submitted an UMTA Section 18 discretionary fund application to Caltrans for capital expenditure to purchase replacement microbuses in past years. These requests are routinely denied. Two new vehicles were purchased using local funds in 1991 and funding for one new vehicle was allocated in 1992/93.

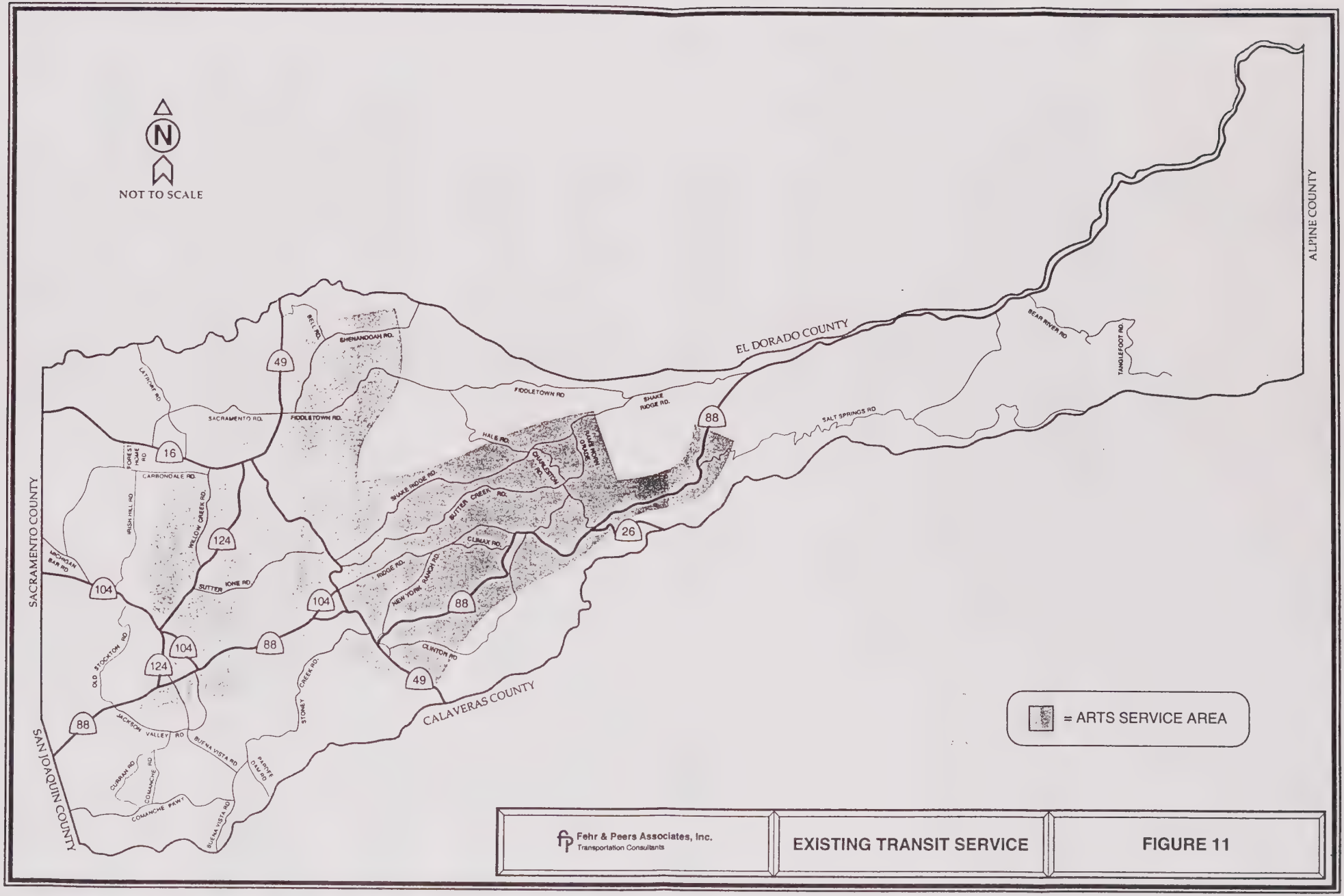
Intercounty transit service between Jackson and Sacramento, funded by the Demonstration Intercity Bus Program, was terminated in 1983 due to insufficient ridership. However, Amador Stage Lines does provide charter service between Jackson and the Lake Tahoe Area.

In 1986/87, the LTC conducted a study to determine the need for, and feasibility of, an intercounty bus system. The cost required to provide intercounty service was found to be unacceptable. This finding was reiterated in the *1991 ARTS TDP Update* by JKaplan and Associates.

An inventory of social service transportation in Amador County was conducted by JHK and Associates in 1980. Agencies listed as providing transportation services to the transportation disadvantaged and transit dependent population include:

1. ARTS;
2. Amador County Office of Education;
3. Pine Grove Youth Conservation Camp;
4. Senior Services, Inc.;
5. Tuolumne Rural Indian Health Program; and
6. Other less significant programs including the Amador County Social Services Department, Red Cross, etc.

Details regarding these services can be found in the referenced document which is available at the Amador County Public Works Department. After to preparing the *Inventory of Social Service Transportation in Amador County* , JHK and Associates, produced "An Action Plan for the Coordination of Social Service Transportation in Amador County". This document is also available at the Amador County Department of Public Works and is incorporated herein by reference. In FY 88/89, the LTC conducted an update of the social services transportation inventory and a developed a new consolidation study.



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EXISTING TRANSIT SERVICE

FIGURE 11

In response to Government Code 99238 during the FY 89/90 year, the Social Services Transportation Advisory Council (SSTAC) was created to conducted research into the needs of transit users in the county. Their five page document indicates that no unmet needs could be identified but a series of recommendations for improved service were made. As of 1992, this was still the case. These conclusions and recommendations were repeated, with some additional input by SSTAC. These documents are available in the Amador County Department of Public Works.

Existing and Projected Transit Needs

The unmet needs process is an integral part of transit planning in Amador County. The unmet needs process is required by state law to be carried out if LTF funds, the primary source of transit funding in Amador County, are to be used for anything other than transit, pedestrian and bicycle facilities or transportation planning or administration purposes.

The Amador County LTC conducts an unmet transit needs hearing in May or June each year. These hearings are well publicized. The public is encouraged to express needs for transit service that are not being accommodated by the existing transit system. The needs that are brought forth are given a test for "reasonableness". The LTC has adopted and updates periodically specific "reasonable-to-meet" criteria based upon a number of criteria, including the cost to operate the ARTS service. All requests that meet the criteria are then fulfilled by expansion or extension of the ARTS service or other possible alternatives.

The current reasonableness criteria adopted (1992) by the LTC are costs of $5.00 per passenger and $38.00 per hour, service levels that assure a farebox return ratio of at least 10% and a "reasonable" ratio of passengers to distance traveled. When new service is requested, the amount of time involved to serve the route is multiplied by the $38.00 hourly rate. This total is then divided by the anticipated number of riders on route. If the final figure is greater than $5.00, and/or the potential farebox return is less than 10%, the need is deemed unreasonable to meet.

In FY 88/89, the LTC contracted for an update of the inventory of social service transportation in Amador County and an update of opportunities for consolidation and coordination. *The Transit Route and Bus Stop Planning Study,* Omni-Means Engineers and Planners, 1990, looked at modifications of the ARTS system and made recommendations on how to better serve the transit needs in Amador County. The current schedule reflects recommendations from this study. In 1991, LTC staff prepared a report concerning progress in implementation of the 1988/89 coordination and consolidation plan. The report was found acceptable by both the LTC and the Caltrans division of mass transit.

SB 157 (Mello) required that the 1986 RTP Update focus on the transit needs of the Elderly and Handicapped. ARTS distributed an Accessible Transit Survey prepared by Caltrans in April 1986. The survey was distributed through the Adult Day Health Care Council. Only four complete surveys were returned, which were then forwarded to Caltrans. Valley Mountain Regional Center (VMRC), who did not complete a survey, commented at the time that a potential need exists for evening or weekend public transit and identified 90 developmentally disabled persons who might benefit.

In 1989/90, the Amador County Social Service Transportation Advisory Council (SSTAC) was formed to advise the LTC on the specific needs of transportation disadvantaged. In 1990,

the SSTAC conducted their own intensive survey of transportation disadvantaged needs and prepared a five page report of recommendations and findings. This review provided valuable assistance during the unmet needs process determination. An additional paratransit plan was in the draft stages during late 1991.

The ARTS board is sensitive to these transportation needs, and it is the LTC's policy to support and promote Elderly and Handicapped accessibility in public transit to the maximum extent practicable. This fact has annually been demonstrated clearly in the unmet needs hearing process.

Future Conditions

Table 19 shows Amador Rapid Transit System's current system and its performance indicators. The performance indicators serve as a monitoring device to evaluate the health of the system, where problems may exist and improvements can be made. Table 19 shows a systems with steadily increasing ridership and costs, and a short period of instability beginning in FY '88/89. That year, a much greater than normal number of private school children used the system, paying a discount fare. Between October of 1988 and October 1989, the special service contract with Valley Mountain Regional Center (VMRC) was not in effect, causing a drop in ridership and farebox revenues.

Future ridership may increase due to the proposed installation of bus turnouts and shelters. The turnouts will increase the safety of the bus system. Shelters will enhance ridership through increased comfort and visibility. Table 20 shows a projection of ARTS ridership through FY 95/96 following this moderate service increase scenario recommended by JKaplan & Associates in the *1991 Transit Development Update*. As of 1991, the VMRC contract has been extended for five years, and will be negotiated on a multi-year basis.

Short Range Programs and Implementation

ARTS' five-year program, as developed in *1991/92 - 1995/96 Transit Development Plan* prepared in 1991 by JKaplan & Associates, is shown as Table 21. The Plan identifies several expenditure scenarios based on three service level projections. The recommended, ARTS adopted option in Table 21 is the "moderate service increase" option, which features replacement of some existing vehicles and later evening and limited weekend service.

Monitoring of the system is part of ongoing planning and takes place during monthly ARTS Board and LTC meetings. Audits of ARTS performance are another monitoring mechanism conducted every three years. Performance audit recommendations have been generally favorable. The latest audit did suggest that ARTS start a complaints file and a log of user complaints. These recommendations have been implemented.

Long Range Program and Implementation

Rural public transit systems usually consider only short-range financial programming of transit services. The Amador LTC and the Amador Rapid Transit Board, however, have adopted Goals, objectives, and policies that are intended to guide public transportation services in Amador County, both presently and in the future (See Policy Element).

Table 19
ARTS Performance Indicators

	1985/86	1986/87	1987/88	1988/89	1989/90	1990/91
Total Passengers	63,162	71,910	78,611	101,896	85,629	79,930
Total Revenue	$ 55,220	$ 71,586	$ 69,375	$ 47,558	$ 54,149	$ 74,447
Total Operating Cost	$232,855	$244,807	$268,939	$303,290	$312,044	$353,237
Vehicle Service Miles	208,656	228,757	241,247	268,698	219,782	217,999
Vehicle Service Hours	9,021	9,169	9,426	10,385	9,394	9,602
$/Passenger	$3.68	$3.40	$3.42	$2.98	$3.64	$4.42
$/Mile	$1.12	$1.07	$1.11	$1.13	$1.42	$1.62
$/Hour	$25.81	$26.70	$28.53	$29.20	$33.22	$36.71
Passenger/Hr.	7.0	7.8	8.3	9.8	9.1	8.3
Farebox Ratio	23.7%	29.2%	25.8%	15.7%	17.4%	21.1%

Table 20
ARTS Ridership Projections 1991/92 to 1995/96

Indicator	FY '91/92	FY '92/93	FY '93/94	FY '94/95	FY '95/96
Total Passengers	82,400	90,000	100,000	102,900	106,000
Vehicle Service Miles	250,000	250,000	271,250	303,750	303,750
Vehicle Service Hours	10,000	10,850	12,150	12,150	12,150
Total Operating Costs	353,500	393,313	476,000	486,000	510,300
Farebox Revenues	82,400	90,000	100,000	102,900	106,000
Farebox Ratio	23.3%	22.9%	21.0%	21.2%	20.8%

From 1991 Transit Development Plan Update, JKaplan & Associates

Table 21
Amador Rapid Transit
Recommended Five Year Operational Plan

Moderate Service Increase

	Projected> FY 91-92	FY 92-93	FY 93-94	FY 94-95	FY 95-96
Base Fare	Varies	Varies	Varies	Varies	Varies
Days of Operation	255	306	306	306	306
Ridership	82,400	90,000	100,000	102,900	106,000
Riders/Day	323	294	327	336	346
Rev Veh. Hrs.	10,000	10,850	12,150	12,150	12,150
Rev Veh. Mi.	250,000	250,000	271,250	303,750	303,750
Cost Factors					
Oper. Costs	$353,500	$393,313	$476,000	$486,000	$510,300
Farebox Revenue	$82,400	$90,000	$100,000	$102,900	$206,000
Oper. Deficit	$271,100	$303,313	$376,000	$383,100	$404,300
Farebox Return	23.3%	22.9%	21.0%	21.2%	20.8%
Performance Indicators					
Rev Mi./Rev Hr. (Mi./Hr.)	25.0	25.0	25.0	25.0	25.0
Passengers/Hour	8.2	8.3	8.2	8.5	8.7
Cost/RV Hour	$35.35	$36.25	$38.00	$40.00	$42.00
Cost/RV Mile	$1.41	$1.57	$1.75	$1.60	$1.68
Cost/Passenger	$4.29	$4.37	$4.76	$4.72	$4.81
Ave. Fare/Passenger	$1.00	$1.00	$1.00	$1.00	$1.00
Subsidy/Passenger	$3.29	$3.37	$3.76	$3.72	$3.81

Assumptions:

1. Ridership increases in line with projected population growth (3% to 5% annually)
2. Weekend service begins in second year of plan (approx. 16 service hours each Saturday, or 850 annual hours)
3. Later evening service begins in third year of plan (approx. 5 service hours each weekday, or 1,275 annual hours)
4. Operating cost per service hour increases at 5% per year, except in first 2 years, where it increases at 2.5% due to lower maintenance costs (new equipment)
5. Average fare increases in first year of plan, due to change in structure

Source: 1991 TDP Update, JKaplan & Associates

Table 22 shows Amador Rapid Transit Systems' projected six year capital budget. This budget is an amended version of the ten year plan prepared by JKaplan Associates in the *1991 ARTS Transit Development Plan Update*.

The *Amador County Rail Transit Study*, February, 1993 reviewed two light rail transit (LRT) alternatives for operations along the existing rail corridor between Sacramento and Martell. Alternative 1 included LRT service sharing the same track as railroad operations with an estimated capital cost of $105.5 million. Alternative 2 would provide similar service along a separate track constructed within the existing rail right-of-way. The estimated capital cost of Alternative 2 was $ 139.3 million.

The study concluded that the proposed rail service could be implemented to meet various commuter, business and other travel needs not currently being met by a public system in Amador County. Ridership projections for 2010 were estimated at 380 one-way trips per day based on existing data.

Table 22
Amador Rapid Transit System
Six Year Capital Budget

Revenue Source	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97	FY 97/98	Total
Federal	166,000						$ 166,000
Proposition 116[1]	442,503	190,000	180,000	190,000	285,000	112,700	1,400,203
Total Required	608,503	190,000	180,000	190,000	285,000	112,700	$1,566,203
Expenditures							
Vehicles							
Replacement	(5) 247,003	(2) 180,000	(2) 180,000	(1) 95,000	(3) 285,000	(1) 112,700	$1,099,703
Expansion				(1) 95,000			95,000
Maintenance/Admin.	351,500						351,500
Bus Shelters, Amenities	(2) 10,000	(2) 10,000					20,000
Total Estimated Costs	608,503	190,000	180,000	190,000	285,000	112,700	$1,566,203

[1] Proposition 116 allocation requests to be submitted in July of each fiscal year after current (92/93).

Source: 1992 Amador County RTP Amendment, (12/92).

Aviation

Existing Conditions

The only public airport serving Amador County is Westover Field located near Martell (See Figure 12). The airport is at an elevation of 1,694 feet above sea level and is classified as a Basic Utility 1 airport. The paved runway is 3,400 feet in length, with runway lighting provided. There is a Fixed-Base-Operator (FBO) at the airport.

The 1989 airport access plan titled *Airport Master Plan* prepared by Reinhard W. Brandley further describes the use of Westover Field and discusses most recent airport projections.

> "Westover Field, located north of the city of Jackson in Amador County, California, is owned by the County of Amador and is operated by a private operator under a contract with the County of Amador. This airport serves Amador County and portions of eastern San Joaquin County. This airport serves general aviation in this area, particularly...private flying, recreative flying, business flying..."

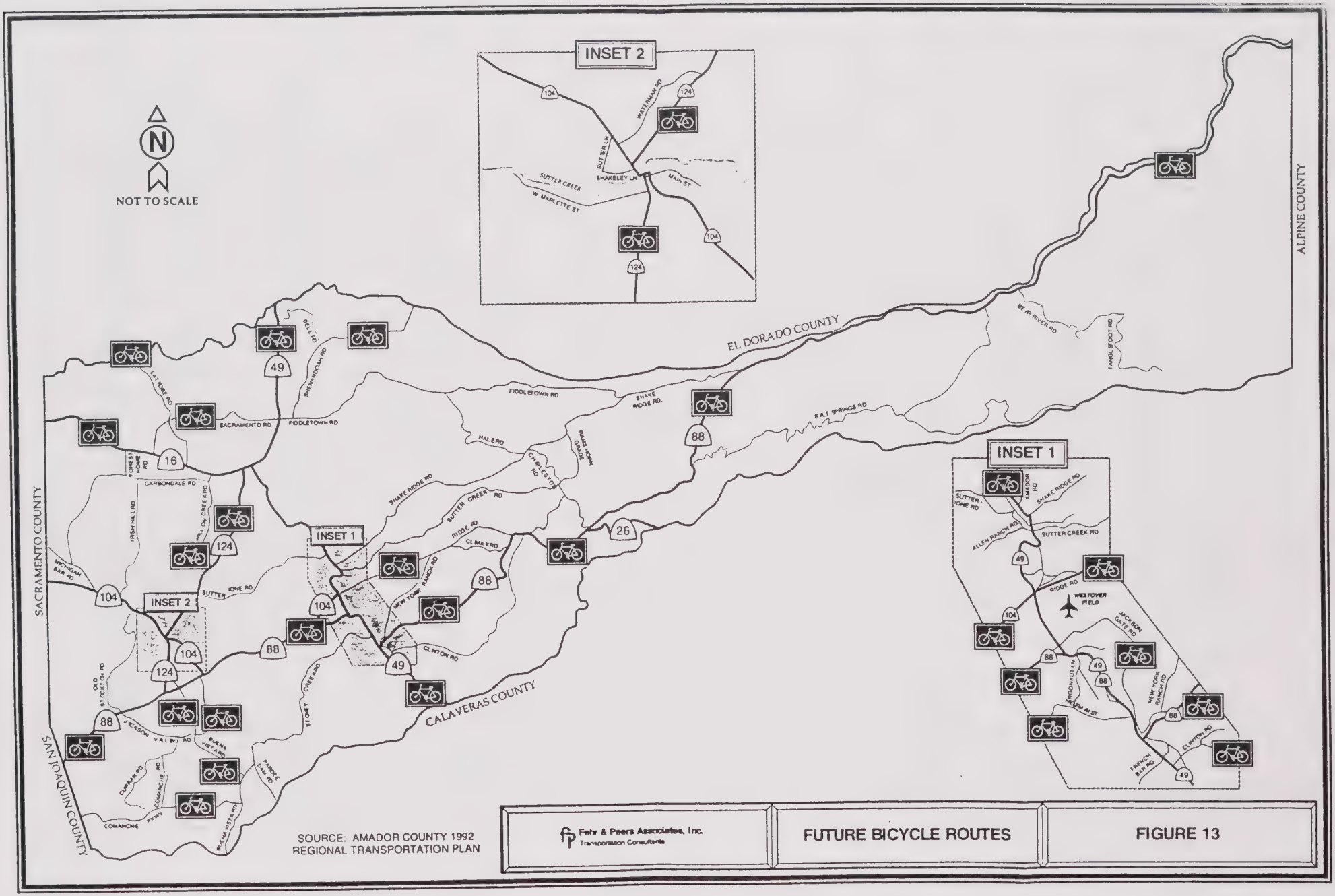
There is no commuter or airline reliever service to this airport at this time, and the previous air taxi and charter service has been discontinued.

The development of Westover Field has been the subject of several other planning studies. In 1977, an *Airport Master Plan Study* was conducted by Steven Hosac, Airport Planning Consultant, under a Federal Aviation Administration aid program. In 1983, an *Airport Layout Plan Update* was prepared by Hodges and Schutt, Airport Planning Consultants. At that time, there were less than 40 aircraft based at Westover Field. By 1987, there were approximately 20,000 aircraft operations (takeoff or landing) at this airport.

Future Conditions

According to *Airport Layout Plan Update*, the forecast aircraft operations through the year 2010 were 84,600. These forecasts for operations were based on assumptions for annual aircraft operations per based aircraft, gradually increasing from 217 in 1987 to 300 by the year 2010. The projection was justified at the time because of the anticipated additional business, recreation, and commercial activity in the area. The 1990 number of annual aircraft operations per based aircraft at Sacramento Executive Airport is 275 which was considered to be in line with the values used in the projections for the Westover Field.

The Airport Land Use Commission was created in August of 1986 which developed a draft land use plan to govern, review, and establish land use controls for development around the airport to protect its future growth. Due to conflicting land uses in the area the Amador County Board of Supervisors established an upper limit of 230 based aircraft as the maximum allowable growth for this airport in 1987. This upper limit was established largely because of noise and other environmental concerns. At that time, the Board of Supervisors began a search for an alternate site. This search was abandoned in 1990 when the Airport Land Use Commission adopted the current Airport Land Use Plan. This plan calls for a maximum of 233 based aircraft and establishes policies and criteria for land use to protect Westover Field



SOURCE: AMADOR COUNTY 1992
REGIONAL TRANSPORTATION PLAN

Fehr & Peers Associates, Inc.
Transportation Consultants

FUTURE BICYCLE ROUTES

FIGURE 13

VI. APPENDICES

- Four County Recreational Transit Demand and Feasibility Study, JKaplan and Associates, Walnut Creek, CA, July 1988

- Intercounty Transit Needs Analysis, Final Report, Crain and Associates, Urban Consultants, Oakland, CA, October 1987

- Interregional Road System Plan, Caltrans, Sacramento, CA, February, 1990

- Ione Traffic Analysis, Final Report, Omni-Means Engineers and Planners, Roseville, CA, December 16, 1987

- Ione Corridor Study Phase III, AMI Action Management, Auburn, CA 1990

- Ione Corridor Study Phase IV, Santina & Thompson, Inc., Concord, CA, October 1991

- Ione Corridor Study Phase V, Final Draft, TJKM Transportation Consultants, Sacramento, CA, February, 1993

- Pavement Evaluation and Rehabilitation Report, Carter Associates, Inc., Engineers and Planners, San Diego, CA, June 1987

- Recreational Travel to the Mountains, Caltrans, District 10, Stockton, CA, June 1978

- Sutter Hill Plaza Traffic Impact Evaluation, Sutter Creek, CA 1986

- Sutter Creek Traffic Circulation Study, Charles R. Leitzell, Mokelumne Hill, CA February 1991

- Traffic Circulation Study for the Amador County LTC, TJKM Transportation Consultants, Citrus Heights, CA, November 1987

- Traffic Circulation Study For The Amador County Transportation Commission, TJKM Transportation Consultants, Fair Oaks, Ca, 1988

- Traffic Impact Analysis for the Proposed Hilltop Center, Omni-Means Engineers and Planners, Roseville, CA, March 27, 1986

- Transit Development Plan for Amador County, JHK and Associates, Emeryville, CA, 1984

- Transportation Development Plan Update, JKaplan & Associates, Walnut Creek, CA, February 1991

- Transportation Corridors Study for County of Amador, Omni-Means Engineers and Planners, Roseville, CA, July 13, 1988

- Transportation Financing Alternatives Study for County of Amador, Arthur Bauer and Associates, Sacramento, CA, October 1988

- Transportation Corridors Study, County of Amador Local Transportation Commission, Omni-Means Engineers and Planners, Roseville, CA, 1988

- Transit Route and Bus Stop Planning Study, County of Amador, Omni Means Engineers and Planners, Roseville, CA, 1990

- Transportation Study For The Northeast Jackson Plan Line Prepared For The Amador County Transportation Commission, TJKM Transportation Consultants, Fair Oaks, Ca, 1990

- Transportation Study For The East Ridge Plan Line, TJKM Transportation Consultants, Fair Oaks, Ca, 1990

- Westover Field Airport Master Plan, Cortright & Seibold, Oakley, CA, May 1991

Appendix B
Glossary of Terms and Definitions

ADT, (Annual Average Daily Traffic):
A measure of the amount of traffic being generated from a source, utilizing a route or corridor, and/or arriving at or through a destination or point.

ARTS, (Amador County Rapid Transit System):
ARTS is a joint powers entity that includes Amador County and the Cities of Amador City, Ione, Jackson, Plymouth, and Sutter Creek. ARTS began operation in December 1976 with funding provided from SB 325, the Local Transportation Fund. ARTS provides bus service to each city in the county on a regular schedule.

Caltrans, (The California Department of Transportation):
The State level department responsible for oversight of the statewide multi-modal transportation system, maintenance of the State Highway System, and other related tasks as assigned by the State Government.

CRP, (Combined Road Program):
new term for addressing funding from combined federal aid primary and federal aid secondary roadway funding program. These distinctions will be eliminated under the new federal ISTEA legislation.

CTC, (California Transportation Commission):
The CTC is an 11 member state commission appointed by the Governor and charged with advising and assisting the Legislature and the Administration in formulating and evaluating state policies and plans for transportation programs in California. Special responsibilities include adopting a State Transportation Improvement Program, preparing the Biennial Report to the Legislature concerning significant transportation issues, and evaluating the proposed state transportation budget.

FCR, (Flexible Congestion Relief):
A new State Highway Account (SHA) program element for funding in the new 7-year State Transportation Improvement Program (STIP) to help alleviate traffic congestion on both state highways and local roadways.

Federal-Aid Secondary Standards, (FAS):
Federal road standards that apply to certain designated rural roads and minor state highways for which Federal-Aid Secondary Funds are spent. These will become part of the new Surface Transportation Program under ISTEA.

Fixed-Base-Operator, (FBO):
An individual private company located at an airport, and providing commercial, general aviation services.

Functional Classification, (FC):
A designation for each roadway which describes it general characteristics in terms of its function within the overall roadway system. Examples include local roads, minor and major collectors, minor and principal arterials.

HSOPP, (Highway System Operation and Protection Program):

A state program to rehabilitate and improve safety and operational characteristics on the SHS. HSOPP programs are not included in the STIP.

IRRS, (Interregional Roadway System):

The IRRS is a series of interregional state highway routes outside of Urbanized Areas, that provides access to and between the state's economic centers, major recreational areas, and urban and rural regions.

IRRS Program:

A SHA program element for funding improvements on the IRRS. Improvement projects for this program must be chosen from a 10 year IRRS Plan submitted by Caltrans to the California State Legislature in February, 1990. Programming will be authorized by the biennial CTC adopted STIP.

ISTEA (Intermodal Surface Transportation Efficiency Act of 1991):

A new piece of federal legislation which establishes a new multimodal Surface Transportation Program (STP), supports comprehensive transportation and systems planning, and allows for the flexible use of selected Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant programs.

LOS,(Levels-of-Service):

A qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic conditions, is assigned to an intersection or section of roadway.

Local Roads:

The rural local road system should have the following characteristics:

(1) serves primarily to provide access to adjacent land
(2) provides service for travel over relatively short distances as compared to collectors or arterial systems.

Local roads constitute the rural mileage not classified as arterial or collector.

LTC, (Local Transportation Commission):

The LTC is established under requirements of State Government Code Section 29535 and is composed of three members appointed by the board of supervisors and three members appointed by the city selection committee of the county. The functions of the Local Transportation Commissions are essentially:

(1) development and yearly accomplishment of the overall work program (OWP)
(2) biennial preparation of the Regional Transportation Plan (RTP)
(3) administration of LTF funds according to the Transportation Development Act (TDA)
(4) preparation of an biennial Regional Transportation Improvement Program (RTIP).

LTF (Local Transportation Funds):

A form of TDA funding, which is derived from state sales and gas taxes.

Major Collector:

Major collectors should:

(1) provide service to any County seat not on an arterial route, to the larger towns not directly served by the higher road systems, and to other traffic generators of equivalent intracounty importance, such as consolidated schools, shipping points, County parks, important mining and agricultural areas, etc.

(2) link these places with nearby larger towns or cities, or with routes of higher classification

(3) serve the more important intracounty travel corridors.

In Amador County the "Major Collector" system consists primarily of the major County roads. All Federal-Aid Secondary (FAS) roads must have a classification of Major Collector or higher. ISTEA required functional reclassification of these to FHWA by 12/31/92.

Minor Collector:

These routes should:

(1) be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road

(2) provide service to the remaining smaller communities

(3) link the locally important traffic generators with their rural hinterland.

ISTEA required functional reclassification of these to FHWA by 12/31/91.

Minor Arterial:

In Amador County the "Minor Arterial" system consists basically of most State highways, although, as the County grows, some new or existing County roads may achieve minor arterial status. Minor arterials constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement. ISTEA required functional reclassification of these to FHWA by 12/31/91.

OWP, (Overall Work Program):

Annual work programs that are prepared by local transportation commissions for the purpose of applying for State Subvention Funds and other available financial resources toward the continuous update and improvement of regional transportation plans and the transportation system.

Principal Arterial:

In Amador County, includes only State Route 88 designated as a principal arterial in conjunction with the functional reclassification required by ISTEA. Principal arterials are routes of regional significance whose design should provide for relatively high travel speeds with minimum interference to the through movement.

"Reasonableness Criteria":

The criteria used to determine if an identified unmet transit need is reasonable to serve using TDA funds as established by the RTPA pursuant to Section 99401.5 (c) of the State Government Code.

RTIP, (Regional Transportation Improvement Program):

Document adopted biennially by RTPAs to present transportation improvement funding request to the California Transportation Commission. Replaced the rural county "fact sheet" and comments on Caltrans' PSTIP beginning with the 1992 STIP. This 7-Year program must be submitted to the CTC by December 1 of odd-numbered years.

RTP, (Regional Transportation Plan):

The transportation planning document required by Section 65080 (et. seq.) of the State Government Code " Directed at the achievement of a coordinated and balanced regional transportation system" within the area of responsibility of the recognized RTPA. With the passage of SB 1435 in 1992, the due date for the RTP is December 1 of even numbered years, with an initial submittal in June of 1993.

RTPA, (Regional Transportation Planning Agency):

The regional transportation planning agency established by Government Code Section 29532; the RTPA in Amador County is the Amador County LTC.

SHS, (State Highway System)

State Subvention Funds:

Transportation planning funds made available to each RTPA under Section 99311.5 of the State Government Code for preparation of RTPs and RTIPs.

STIP, (State Transportation Improvement Program):

A biennial CTC adopted 7-Year program and state funding document listing major projects to be funded from state transportation funds. The STIP represents the CTC's statement of intent for allocation of funds from the IRRS, FCR, soundwall and various rail programs. The STIP is adopted by the CTC by April 1st of even numbered years. This document includes costs by category and fiscal year of implementation. In Amador County, only IRRS and FCR programs are currently eligible for funding in the STIP. The HSOPP program is sometimes in the STIP.

TDA, (Transportation Development Act):

A pool of funds from a 1/4% of the 6% general sales tax established by SB 325 for local transportation purposes, e.g., community level bus service, bikeways, transportation planning, and streets and roads. TDA funds can be spent on streets and roads if and only if there are no reasonable unmet transit needs.

TSM, (Transportation Systems Management):

Short-range improvements to maximize the efficiency of the existing transportation system; includes traffic engineering, public transportation, traffic regulations, pricing structures, bicycle usage, and operational improvements not requiring construction of additional through lanes.

Unmet Needs Hearing:

Hearings that are required to be held annually by the RTPA to determine whether or not there are any unmet transit needs that can reasonably be met before TDA funds may be used for streets and roads purposes (see Section 99401.5 and 99401.6, California Government Code).

Appendix C
Planning Level of Service Criteria

Facility	Daily Service Volume (vehicles per day) LOS A	LOS B	LOS C	LOS D	LOS E
Arterial[1]					
Type 1 (2 lanes)	2,000	5,100	9,500	15,600	19,900
Type 2 (2 lanes)	1,600	4,000	7,400	12,200	15,600
Arterial[2]					
Type 3 (4 lanes)	N/A	24,600	29,500	31,100	33,100
Major Collector[1]					
Type 1 (2 lanes)	1,200	3,600	7,100	12,000	15,300
Type 2 (2 lanes)	1,000	3,000	5,900	10,200	14,400
Minor Collector[2]	600	2,000	3,500	4,900	5,500

[1]Source: Transportation Research Record 1194, TRB, 1988 (3.5 second headway).

[2]Source: Highway Capacity Manual - Special Report 209, TRB, 1985.

Assumptions:

Input Req'mt	Arterial Type 1	Arterial Type 2	Arterial Type 3	Major Collector Type 1	Major Collector Type 2	Minor Collector
% No Passing	60	60	N/A	100	100	N/A
Directional %	60/40	60/40	60/40	60/40	60/40	60/40
Heavy Veh. %	10	10	N/A	10	10	N/A
Lane Width (ft)	12	11	N/A	10	110	N/A
K-factor %	10	12	10	10	12	12

Note: Assumed rolling terrain and 3.5 second headways for all applicable categories.

N/A = Not Applicable.

V. ENVIRONMENTAL REVIEW

Pursuant to Assembly Bill 69, Chapter 1253, Government Code, Amador County adopted its first Regional Transportation Plan (RTP) in 1975. The RTP was found to be subject to the California Environmental quality Act (CEQA) and an Environmental Impact Report was jointly prepared by Caltrans District 10 staff and the Local Transportation Commission (LTC) staff. The EIR was to determine the significance of potential changes which would take place when the proposed transportation plan was introduced into the environmental setting (source: EIR Preface).

The 1975 EIR was an extensive and in-depth study of the environmental and social setting of Amador County. The analysis of environmental impacts was done "in the alternative". The potential environmental impacts were segregated under following headings:

1. A financially unconstrained plan;
2. A financially constrained plan;
3. A "do-nothing" or "no-build" plan; and
4. A clean-air plan.

Each alternative was evaluated. A mitigation section included thirteen generalized guidelines, standards and criteria to be followed when actual transportation system construction or improvements were to be implemented under the auspices of the RTP. Those adopted mitigation measures are appendicized to this Addendum for reference.

The 1975 certified EIR was found by the LTC to be valid, applicable, and sufficient for mandatory RTP updates in 1976, 1977, 1978, 1980, 1982, and 1984. No "decertification" was found necessary, nor was it believed that an addendum or attachment was needed. The thirteen basic mitigation measures developed in the EIR were deemed as valid in 1984 as they were in 1975. When the scope of a project does not substantially change, CEQA does not require a new EIR to be prepared. One of the LTC's findings has been that "each plan did not substantially change from the 1975 RTP, therefore, no additional environmental studies have been made... no significant differences exist in the plan intent, changes in site conditions, or regulations... Additionally, individual projects listed in this plan will require environmental assessments." (1984 RTP Update; p.108)

The 1986 RTP Update was again found to require no new EIR; however an addendum to the original EIR was prepared to span the decade which had passed. This addendum/update is adequate in its discussion of the current, 1993, conditions.

In addition, the LTC has found that the RTP, being a plan, does not have direct, immediate impact to the environment. The actual projects listed within the plan will need a full CEQA review when (if) the decision is made to implement them. The plan, covering a projected twenty year period, looks at the overall picture, the cumulative impacts, and sets down mitigation guidelines to be followed under CEQA review on individual projects.

With these findings, the LTC certifies that the original EIR and the addendum thereto prepared in 1986 are adequate to identify and mitigate environmental impacts to the degree necessary to serve as the environmental document required by CEQA for the 1993 RTP Update.

PROGRAM PRIORITY DISTRICT CANDIDATE LISTING
STATEWIDE SORT IN DISTRICT,COUNTY,ROUTE AND POSTMILE

FLAGS: E VERSION: F

DST	CO	RTE	BKPM/AHPH	EA / PP NO / PGM	DESCRIPTION	FED FND FLG	DIST SYS FINAL	SI DI ADT	CA ARF RATE	92MID 90STWD PI	92DIST 92STWD EST-DATE	R/W CNST TOTAL (IN $1000)	CNST FY FUNC CLAS	BEG STDY DIST HQADV
10	AMA	016	R000.0/R009.4	40100K	FR SAC CO LN TO JCT RTE 49	F	NW		188		071	21		07/94
			. / .	2010		Q1E0			82	0559		3,300		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			4.4	.97	8.31049	01/93	3,321	MA	11/96
10	AMA	049	000.0/ .	45160K	N/O CAL CO LN AT MOKELUMNE RIVER	F	NW				016			07/94
			. / .	2093	BR #26-12	E0				9999		1,380		/
			. / .	HA21	REPLACE BRIDGE RAIL & WIDEN BRIDGE					192.00000	09/92	1,380	MA	10/96
10	AMA	049	001.3/ 002.8	27910K	S/O JACKSON FR 1.3 MI N/O CALAVERAS	F	NW		53		064	10		07/94
			. / .	2102	CO LN TO SCOTTSVILLE BLVD	Q1E0	NW		150	0528		1,150		/
			. / .	HA22	STRUCTURAL SECTION REPAIR		NW	5.4	1.42	8.31043	01/93	1,160	MA	06/98
10	AMA	049	002.7/ 003.7	36690K	IN JACKSON FR 0.1 M S/O SCOTTSVILLE	F	NW	+	53			319		07/94
			. / .	2119	BLVD TO SOUTH AVE RT	Q1E0		193+	32	0111		1,520		/
			. / .	HE13	WIDEN TO 4 LNS W/CONT LEFT TURN LN	R9		6.5	6.45H	138.00000	01/93	1,839	MA	02/98
10	AMA	049	R006.5/R013.7	049900	N/O MARTELL FR 0.6 MI N/O SR88 TO	F	NW		46				99	07/92
			. / .	2130	JCT RTE 16 W/O CENTRAL HOUSE	E2		157	230	9999		22,422		/
			. / .	HE14	CONST EXPWY/NEW ALIGN (STR CRK BY)	S9		8.9	.89L		01/93	22,422	MA	/
10	AMA	049	R006.5/R007.0	04991K	N/O MARTELL FR 0.6 MI N/O JCT 88 TO	NH	NW		24			2,800	99	/
			. / .	2130A	JCT 104 (SUTTER CRK BYPS-STAGE 1)	E2			57	9999		2,490		04/98
			. / .	HE14	CONST EXPWY/NEW ALIGN	S9		12.8	1.82		01/93	5,290	MA	04/98
10	AMA	049	R007.0/R013.7	04992K	N/O MARTELL FR JCT RTE 104 (RDG RD)	F	NW	1	52		012	29,899	99	/
			. / .	21308	TO JCT 16(SUTTER CREEK BYPASS)	Q1E2		30	170	0051		19,932		/
			. / .	HE14	RW ONLY	R9SB		8.7	.81L	328.00000	01/93	49,831	MA	/
10	AMA	049	007.6/ 008.1	26174G	NR SUTTER CREEK FR 0.8 TO 0.2 MI	F	NW	+	21		004	184		07/94
			. / .	0206A	S/O SUTTER CREEK BRIDGE - STAGE 2	E0		293+	220	9999		770		/
			. / .	HB4C	INSTALL TRUCK CLIMBING LN & SHLDRS			13.7	.94	343.40052	01/92	954	MA	07/97
10	AMA	049	010.6/ 010.7	35600K	IN AMADOR CITY AT AMADOR CREEK	BR	NW		23		001	163	94	02/93
			. / .	0207A	BR#26-016	E2				0051		905		02/97
			. / .	HA21	REPLACE BRIDGE	S7		7.3	2.53	16.74000	01/93	1,068	MA	02/97
10	AMA	049	013.5/ 013.7	336401	NR DRYTOWN AT DRY CREEK BR #26-18	NH	NW	+	28		006	94	94	07/88
			. / .	0210		E2	NW	87+	47	0215		556		12/93
			. / .	HB4N	WIDEN ROADWAY & BRIDGE	R9SX	NW	6.6	4.34	137.10057	10/91	650	MA	12/93
10	AMA	049	020.4/ 022.1	42770K	N/O PLYMOUTH FR 1.7 MI S/O TO	F	NW		128		070			07/94
			. / .	2284	EL DORADO CNTY LN	E0			77	9999		604		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			2.4	2.58	8.31048	01/93	604	MA	08/95

PROGRAM PRIORITY DISTRICT CANDIDATE LISTING
STATEWIDE SORT IN DISTRICT,COUNTY,ROUTE AND POSTMILE

FLAGS: E VERSION: F

DST	CO	RTE	BKPM/AHPH	EA / PP NO / PGM	DESCRIPTION	FED FND / FLG	DIST SYS / FINAL	SI / DI	CA / ARF / RATE	92MID / 90STWD / PI	92DIST / 92STWD / EST-DATE	R/W / CNST / TOTAL (IN $1000)	CNST FY / FUNC CLAS	BEG STDY DIST / HQADV
10	AMA	088	000.0/ 005.5	26442K	FR SJ CO LN TO JCT RTE 124 S/O IONE	F	NW		78		016	867		07/94
			. / .	2300		Q1E0	NW		190	0295		3,006		/
			. / .	HA22	STRUCTURAL SECTION REPAIR		NW	6.2	.56	8.31005	01/93	3,873	MA	06/97
10	AMA	088	002.2/ .	27391G	JACKSON VALLEY ROADSIDE REST.	F	NW		125		002			07/94
			. / .	2315	(REPLACES MTN SPRINGS RDSD REST)	Q1E0	10			0012		2,161		/
			. / .	HB33	CONSTRUCT ROADSIDE REST		NW	6.2			01/91	2,161	MA	11/96
10	AMA	088	005.5/ 014.3	38000K	FR JCT RTE 124 S/O IONE TO JCT RTE	F	NW		63		035	28		07/94
			. / .	2338	49 IN MARTELL	Q1E1			120	0398		1,953		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			8.3	.86N	8.31018	01/93	1,981	MA	09/96
10	AMA	088	014.3/ 015.0	36680K	IN JACKSON FR S FK JACKSON CR BR	F	NW	51	59			770		07/94
			. / .	2400	(#26-36) TO 0.1 MI E/O COURT ST	Q1E0		17	61	0385		3,265		/
			. / .	HE13	WIDEN TO 4 LANES WITH TURN LANE			8.5	2.19	134.00000	01/91	4,035	MA	07/97
10	AMA	088	017.8/ 035.2	38010G	E/O JACKSON FR PREVITALI RD TO 1.1	F	NW	+	99		057	5,400		07/94
			. / .	2423	M/E/O SUGAR PINE DR LT (POR)	Q1E0			78	0455		4,718		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			7.2	1.73H	8.31036	01/92	10,118	MA	02/98
10	AMA	088	023.6/ 036.0	180521	HILL TOP ST IN PINE GR TO INSPIRA-	NH	NW	+	106		013	2,885	94	12/83
			. / .	0221A	TION DR (PORTIONS)	E2	NW	237+	64	0216		6,777		07/94
			. / .	HB4C	CONST PASSING LANES, WIDEN SHOULDER	SX	NW	6.4	2.12H	337.20052	01/93	9,662	MA	07/94
10	AMA	088	028.4/ 042.9	40640K	FR 0.8 MI W/O PIONEER STA TO 1.9 MI	F	NW	+	77		001	6,855		07/94
			. / .	2497	E/O COOKS STA (PORT)	Q6E0		186+	58	0264		4,103		/
			. / .	HB4C	CONST PASSNG LNS & 2-WAY LT-TRN LN			4.2	2.43H	285.60052	01/92	10,958	MA	07/98
10	AMA	088	030.0/ 071.3	44690K	IN AMA & ALP CO FR 0.5 M/E/O DEFNDR	F	NW		62		008			07/94
	ALP	88	008.0/ 008.5	2508	GRD RD TO 2.4 M/W/O BLU LKS RD(POR)	E0			60	9999		950		/
			. / .	HB4N	CONSTRUCT CHAIN INSTALLATION AREAS			2.9	2.40H		06/92	950	MA	06/98
10	AMA	088	036.0/ 038.2	40110G	E/O PIONEER FR 0.5 MI E/O WOODLAKE	F	NW		81		069	1,738		07/93
			. / .	2550	RD TO FIDDLETOWN-SILVR LK RD	Q1E0		+	74	0556		1,063		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			4.1	1.89	8.31047	01/92	2,801	MA	03/96
10	AMA	088	042.0/ 054.7	3802UK	FR 0.3 MI E/O COOKS STA TO 0.1 MI	F	NW	+	89		010			07/94
			. / .	2592	W/O FOSTER MEADOW RD	Q1E0		8	75	0230		3,510		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			2.5	1.96N	8.31002	01/93	3,510	MA	03/97
10	AMA	088	R060.8/R065.8	35240K	2.0 MI W/O TRAGEDY SPRINGS RD TO	F	NW		210		020			07/94
			. / .	2721	KAYS RD	Q1E0			71	0241		1,460		/
			. / .	HA22	STRUCTURAL SECTION REPAIR			2.3	1.68	8.31009	01/93	1,460	MA	11/95

PROGRAM PRIORITY DISTRICT CANDIDATE LISTING
STATEWIDE SORT IN DISTRICT,COUNTY,ROUTE AND POSTMILE

FLAGS: E VERSION: F

DST	CO	RTE	BKPM/AHPH	EA / PP NO / PGM	DESCRIPTION	FED FND FLG	DIST SYS FINAL	SI DI ADT	CA ARF RATE	92MID 90STWD PI	92DIST 92STWD EST-DATE	R/W CNST TOTAL (IN $1000)	CNST FY FUNC CLAS	BEG STDY DIST HQADV
10	AMA	088	R063.3/R065.7	41370K	E/O TRGDY SPRGS FR 0.2 M/W/O MUD LK	F	NW	+	129		008	183		07/94
			. / .	2739	RD TO 0.1 M/W/O KAYS RD (POR)	E0		14+	39	9999		3,711		/
			. / .	HB4C	CONSTRUCT ADDITIONAL PASSING LANES			2.3	3.03	13.80052	01/92	3,894	MA	09/97
10	AMA	104	R004.5/R005.0	44660K	W/O IONE FR MULE CRK BR TO 0.5 MI	LOC	NW		91					04/93
			. / .	2836	E/O MULE CRK BR	E3				9999		1		/
			. / .	HB4N	WID WITH LFT TRN LN (100% LOCAL)			5.0			01/93	1	CJ	00/00

SUBTOTALS FOR COUNTY

52,216
91,707
143,923

PROJECT COUNT 24

Appendix D

Appendix E
Update of Traffic Forecasts

Fehr & Peers Associates updated the buildout traffic forecasts for the 1993 Amador County RTP using the following process.

Step 1 - Obtain the Current Model

In 1987, a MINUTP-based model of Amador County was developed for the *Amador County Traffic Circulation Study*. The LTC provided to Fehr & Peers Associates the model input files for the validation year as well as the buildout year with and without road improvements.

Step 2 - Land Use Data Review

The buildout land use data in the model was reviewed using the Amador County General Plan and other adopted development plans for each City. Control totals for specific areas in the model were compared to the data contained in the land use plans to ensure general consistency.

Step 3 - Street Network Data Review

A general review of the major road system within the model was performed for key items such as number of lanes and roadway configuration.

Step 4 - Raw Model Forecasts

The model was executed to develop raw (unadjusted) buildout year traffic forecasts for various locations along the regional road system.

Step 5 - Forecast Adjustments

The raw forecasts were adjusted to account for significant model validation error at selected locations by the following method.

Ratio Adjustment

$$\text{Future Year Adjusted ADT} = \frac{\text{Existing (1986) ADT} * \text{Future Year Unadjusted ADT}}{\text{Existing Model ADT}}$$

Difference Adjustment

$$\text{Future Year Adjusted ADT} = (\text{Future Year Unadjusted ADT} - \text{Existing Model ADT}) + (\text{Existing ADT})$$

Final Adjusted ADT

$$\text{Final Future Year Adjusted ADT} = \frac{\text{Ratio Adjusted ADT} + \text{Difference Adjusted ADT}}{2}$$

Appendix F
ARTS Schedule Information

SUTTER HILL TO PLYMOUTH
(Via Hwy 49 - Northbound)

ROUTE P

	P1	P2	P3
SUTTER HILL	6:00	--	3:45 pm
JACKSON PETKOVICH PARK	6:10	11:05	--
SUTTER HILL	6:15	11:10	--
SUTTER CREEK AUDITORIUM	6:18	11:13	3:38
AMADOR CITY	6:22	11:16	3:55
PLYMOUTH POST OFFICE	6:33	11:27	4:07
FIDDLETOWN (request service)	(6:45)	--	(4:18)
RIVER PINES (request service)	(7:00)	--	(4:32)

PLYMOUTH TO SUTTER HILL
(Via Hwy 49 - Southbound)

PLYMOUTH POST OFFICE	7:15	11:30	4:47
AMADOR CITY	7:28	11:41	4:59
SUTTER CREEK AUDITORIUM	7:32	11:46	5:04
SUTTER HILL	7:35	11:48	5:10

JACKSON TO MACE MEADOWS
(Via Hwy 88 & Buckhorn Ridge - Eastbound) (M2 via Ridge Rd)
ON CALL SERVICE AVAILABLE TO VOLCANO, PINE ACRES RESORT AND BARRETT'S

ROUTE M

	M1	M2	M3	M4	M5	M6
SUTTER HILL	5:55	7:40	9:32	12:45 pm	3:35	5:21
OLD JACKSON HIGH SCHOOL	--	--	--	--	--	5:30
PETKOVICH PARK	6:04	RIDGE	9:40	12:55	3:55	5:33
SUTTER/AMADOR HOSPITAL	6:06	--	9:42	12:57	3:57	5:35
PINE GROVE PHARMACY	6:15	7:54	9:58	1:10	4:10	5:49
PINE GROVE VILLAGE	6:16	7:55	10:00	1:12	4:12	5:51
RED CORRAL	6:20	8:00	10:10	1:22	4:25	6:04
PIONEER POST OFFICE	6:23	8:05	10:15	1:27	4:30	6:09
PIONEER GROCERY	6:24	--	10:17	1:29	4:32	6:11
BUCKHORN GROCERIES	6:28	--	10:24	1:35	4:40	6:19
SILVER DRIVE	6:30	--	10:26	1:37	4:42	6:21
DEER RIDGE/INSPIRATION/BARRETT'S UPON REQUEST						

MACE MEADOWS TO JACKSON
(Via Hwy 88 & Buckhorn Ridge) (M6 via Hwy 88 only)

N MEADOW/SUGAR PINE DR	6:40	--	10:42	1:53 pm	4:59	6:38
MACE MEADOWS	6:45	--	10:48	1:59	5:05	6:44
BUCKHORN GROCERIES	6:50	--	10:51	2:02	5:10	6:47
PIONEER STATION	7:00	8:06	10:57	2:08	5:16	6:53
PIONEER POST OFFICE	7:05	8:08	10:59	2:10	5:18	6:55
RED CORRAL (ATI Parts)	7:10	8:13	11:03	2:15	5:23	7:00
SIERRA HOUSE RESTAURANT	7:23	8:20	11:15	2:27	5:35	7:06
PINE GROVE TOWN HALL	7:25	8:21	11:17	2:29	5:37	7:08
SUTTER/AMADOR HOSPITAL	7:43	8:43	11:28	2:41	5:49	7:19
MAIN/CALIFORNIA	7:45	8:45	11:30	2:43	5:51	7:21
SUTTER HILL	8:00	8:55	11:40	2:53	5:58	7:30
AMADOR HIGH SCHOOL	8:05	REQUEST	--	3:23	--	--
SUTTER CREEK AUDITORIUM	8:10	--	--	3:27	--	--
SUTTER HILL	8:13	--	--	3:35	--	--

SCHEDULE

AMADOR RAPID TRANSIT
CALL 223-BUSS

ALL BUSES WILL STOP FOR FLAG-DOWN PASSENGERS IF A SAFE STOP IS POSSIBLE

ROUTES AND TIMES ARE SUBJECT TO CHANGE WITH NOTICE IN LOCAL NEWSPAPERS AND/OR RADIO

SENIORS

Door to door service is available for Seniors attending the Jackson area Nutrition Program. Service is provided to and from Pioneer, Pine Grove, Jackson, and Sutter Creek.

Operates Monday through Friday, including holidays. For information and reservations, call Jackson Senior Services, Nutrition Center 223-3630.

Route deviation up to 1/2 mile is provided on regular scheduled runs, upon request.

Buses operate Monday through Friday. See other side for Saturday Schedule.

BICYCLE RACKS PROVIDED ON MOST ROUTES. AMADOR RAPID TRANSIT SYSTEM ACCEPTS NO RESPONSIBILITY for theft, loss or damage to any bicycle transported on bicycle rack. Passengers using racks must load and unload their own bicycles at their own risk.

SUTTER CREEK TO JACKSON (SHUTTLE)

ROUTE S

	S 1	S 2	S 3	S 4	S 5	S 6
SUTTER HILL	9:20	10:45	12:00 pm	1:15	2:30	3:45
SUTTER CREEK	9:25	10:50	12:05	1:20	2:35	3:50
SUTTER HILL	9:30	10:55	12:10	1:25	2:40	3:55
ARGONAUT/WESTVIEW	9:35	--	--	1:30	--	4:00
K MART	9:44	11:05	12:15	1:35	2:45	4:05
AMADOR PLAZA	9:46	11:07	12:17	1:37	2:47	4:07
JACKSON GATE APTS	9:51	11:13	12:23	1:43	2:53	4:13
N MAIN & NORTH ST	9:52	11:15	12:25	1:45	2:55	4:15
NATIONAL HOTEL	9:54	--	12:27	--	2:57	--
PETKOVICH PARK	--	11:17	--	1:47	--	4:17
SAFEWAY	9:56	--	12:29	--	2:59	--
JACKSON CREEK PLAZA	9:57	--	12:30	--	3:00	--
SUTTER/AMADOR HOSPITAL	--	11:19	--	1:49	11	4:19
JACKSON HILLS APTS	--	11:21	--	1:51	--	4:21
ROLLINGWOOD ESTATES	--	11:25	--	1:55	--	4:25
BROADWAY/CLINTON	--	11:31	--	2:01	--	4:31
CLINTON/SHOPPING DR	--	11:32	--	2:02	--	4:32
MOTHER LODE PLAZA	10:00	11:35	12:33	2:05	3:03	4:35
JACKSON CREEK PLAZA	--	11:38	--	2:08	--	4:38
SAFEWAY	--	11:40	--	2:10	--	4:40
CLINTON/SHOPPING DR	10:05	--	12:38	--	3:08	--
BROADWAY/CLINTON	10:06	--	12:39	--	3:09	--
SUTTER/AMADOR HOSPITAL	10:10	--	12:43	--	3:13	--
JACKSON HILLS APTS	10:12	--	12:45	--	3:15	--
ROLLINGWOOD ESTATES	10:16	--	12:49	--	3:19	--
MAIN & CALIFORNIA ST	10:21	11:44	12:54	2:14	3:24	4:44
JACKSON APARTMENTS	10:23	11:47	12:57	2:17	3:27	4:47
K MART	10:30	11:53	1:03	2:23	3:33	4:53
AMADOR PLAZA	10:31	11:54	1:04	2:24	3:34	4:54
ARGONAUT/WESTVIEW	10:38	--	1:11	--	3:40	--
SUTTER HILL	10:45	12:00 pm	1:15	2:30	3:45	5:00

SUTTER HILL TO IONE

(Via Hwy 88/104 - Westbound)

ROUTE I

	I 1	I 2	I 3
SUTTER HILL	8:40	12:05 pm	2:30
DOWNTOWN IONE	8:55	12:27	2:50

IONE TO SUTTER HILL

(Via Hwy 104/88 - Eastbound)

DOWNTOWN IONE	9:00	1:10 pm	3:15
SUTTER HILL	9:20	1:30	3:25

Service to Buena Vista available on request.

SOUTH LOOP 1

ROUTE SL

JACKSON Petkovich Park Hwy 88 Eastbound	8:00
PREVITALI RD. Hwy. 88 Westbound	8:10
JACKSON Main/Calif.	8:25
IONE	8:55
SUTTER HILL	9:15

SOUTH LOOP 2

SUTTER HILL	2:30
IONE	2:55
SUTTER HILL	3:35
JACKSON Petkovich Park Hwy 88 Eastbound	3:45
PREVITALI RD. Hwy. 88 Westbound	4:15
JACKSON Main/Calif.	4:25
SUTTER HILL	4:35

SUTTER HILL/JACKSON

ROUTE J 1

SUTTER HILL Via Jackson Gate Rd.	7:12
JACKSON NATIONAL HOTEL	7:20
AMADOR HOSPITAL	7:22
JACKSON Main/Calif.	7:28
SUTTER HILL	7:38
AMADOR PLAZA [illegible]	7:44
JACKSON Main/Calif.	7:51
ARGONAUT HIGH SCHOOL	7:58

FARE STRUCTURE

Exact Change Please, Drivers Do Not Carry Change.

General Fare	75¢
Senior Citizen (60 & Over)	25¢
Handicapped	25¢
Students (thru 12th Grade)	50¢
Children 5 & Under Accompanied by Adult	FREE
Shuttle Service (Under 4mi.)	50¢
MONTHLY PASS	
General	$20
Student	$15
Senior Citizen	$10
Handicapped	$10

Long Range Plans and Implementation

Long range bicycle plan projects are shown on Figure 10 and Table 24 as well.

Table 24
Amador County Bicycle Projects

Time Frame	Description	1990 Cost	1993 Cost
Short Range	To be Completed as Part of Highway Widenings	N/A	N/A
Long Range	Widen Shoulders on Hoffman Street	$ 55,000	$ 63,000
Long Range	Widen Shoulders on Climax Road	306,000	349,000
TOTAL		$361,000	$412,000

Note: Construction Costs escalated at 4.5 % per year.

Rail and Goods Movement

Existing Conditions

There is no direct rail passenger service available in the County. Most County residents obtain rail passenger service in Stockton, Sacramento, Oakland, or San Francisco. Rail freight service is provided by the Georgia Pacific spur between Sacramento and Ione on a regular basis. The Amador Central Railroad operates, on call, between Ione and Martell.

The only rail line serving Amador county is the Amador Central. According to Georgia Pacific (GP), the Amador Central is a Class 3 short line from Martell through Ione to Galt. It is wholly owned subsidiary of GP in Martell. GP runs two to three trains per week. They are a common carrier regulated by the PUC, DOT, ICC, the Federal Railroad Association and the Association of American Railroads and must supply service to anyone willing to pay controlled rates. No other businesses regularly use the line. Georgia Pacific uses the line to serve a fairly solid east coast clientele, However, although the company has no immediate plans to alter use, due to competition from trucking the long term economic viability of the line is not assured.

With increased urban and commercial development, large trucks, including double trailers, have been stopping to make deliveries on their routes through the areas. The use of large trucks on local roads and parking lots adds to traffic congestion and increased road maintenance costs.

Transportation Systems Management (TSM)

"Transportation System Management"' (TSM), is a term for the management of all modes of transportation to make up a more efficient transportation system. "TSM" refers to techniques for managing traffic circulation better to make maximum usage of existing circulation facilities without having to construct expensive new facilities. Examples of TSM include the coordinated use of public and social service transportation, ridesharing (carpool/vanpools), bicycling, the use of flexible (staggered) work hours and variable work schedules by large employers, creation of adequate parking facilities and van pool commuter lanes, and the proper timing of traffic signals. TSM techniques are intended to provide an economical, short-term improvement to efficiency and congestion. They can also conserve energy and lessen air pollution.

In the past, there has been little apparent need for TSM in Amador County, but as urban-type development increases and resources to upgrade the County's circulation system remain limited, local need for TSM techniques will increase. Placer County is another "Mother Lode" county that, due to its proximity to Sacramento and Tahoe, is ahead of Amador County in urbanization and usage of TSM. TSM strategies from the Placer County RTP are shown on Table 25.

Placer County has carried its program two steps further than most urban counties. In southern Placer County, a joint powers agreement between government and industry provides for a trip reduction ordinance linked to developer mitigation fees. New interchanges on a state highway are built in a staged, prioritized fashion based on need, while expansion to any individual industrial site must be accompanied by additional monetary contributions to improve roadways or implementation of traffic reducing TSM.

Table 25
RANGE OF TRANSPORTATION SYSTEM MANAGEMENT ACTIONS

1. Improve Efficiency of Existing Roads

a. Traffic channelization
b. One-way streets
c. Progressive signal timing
d. Removal of on-street parking
e. Double-parking restrictions
f. Improved signing
g. Provision of adequate bus pull-outs

2. Preferential Treatment For Transit And Carpools/Vanpools

a. Bus preemption of traffic signals
b. Preferential parking (lower or no fee, choice parking location) for carpools and vanpools
c. Bus access to major developments
d. Priority consideration for bus stop placement and location

3. Parking Management

a. Favor parking by short-term users over all-day commuters
b. Provide fringe parking lots along commute or congested corridors (park-and-ride, park-and-pool lots)
c. Provide priority parking for high occupancy vehicles

4. Provide Bicycle And Pedestrian Amenities

a. Bicycle paths and routes
b. Secure convenient storage areas for bicycles
c. Reduce conflicts between pedestrians and motorized traffic through sidewalk construction, pedestrian paths, and pedestrian bridges
d. Improve signing and marketing of pedestrian and bicycle amenities
e. Pedestrian access to public transit routes
f. When restriping, reconstruction, resurfacing of roadway, preserve or improve opportunities for bicyclists

5. Reduce Peak Hour Traffic Congestion

a. Staggered work hours
b. Flexible work hours
c. Reduced transit fares for off-peak transit users

6. Reduce Vehicle Use in Congested Areas

a. Encourage carpooling and vanpooling
b. Restrict downtown truck delivery during peak hours
c. Route heavy commercial and through traffic around congestions
d. Provide High Occupancy Vehicle (HOV) priority

7. Improve Transit Service

a. Routing and scheduling adjustment
b. Express bus service
c. Park-and-ride/shuttle service to CBDs
d. Simplify fare collection
e. Simplify the number of different fares offered
f. Improve marketing
g. Employer subscription service
h. Decrease transfer times
i. Provide jitneys along congested corridors or to special traffic generators

In the Tahoe City area, Placer County has instituted a privately funded Transportation Management Agency (TMA) to manage traffic congestion with various TSM measures. Amador County, a county with a similar land uses and a similar development future, could adopt similar measures or assist the private sector to institute self-imposed TSM measures to limit the impact of traffic increases on local and state highways.

Air Quality

Existing Conditions

Pollutant data collected at the Jackson monitoring station in November of 1992 indicates that ozone precursor emissions exceed state standards. As a result, the California Air Resources Board (CARB) has designated Amador County as a non-attainment area for ozone precursor emissions. However, the CARB has not yet determined the severity of the non-attainment status and to what extent the County contributes to the problem. The LTC, along with the Amador County Air Pollution Control District, maintains that the nature of the problem is primarily due to pollutants being "transported" east from the Central Valley region.

Impacts of the RTP

Regardless of the severity, the Regional Transportation Plan must address the air quality impacts of the proposed Plan. The following steps are taken in the analysis:

1. Compute the regionwide vehicle miles of travel (VMT) and vehicle hours of travel (VHT) assuming buildout of the County without the RTP improvements in place;

2. Compute the regionwide VMT and VHT assuming buildout of the County with the RTP improvements in place;

3. Compute the average travel speeds for each scenario by dividing VMT by VHT.

4. Compute ozone precursor emission rates for varying average travel speeds for the buildout year based on the EMFAC7PC software; and

5. Compute the expected ozone precursor pollutants for each scenario.

Table 26 below summarizes the results of the air quality analysis.

Table 26
Air Quality Analysis

Scenario	Regional VMT/Day	Regional VHT/Day	Avg Speed (mph)	Ozone Emissions Rate (gms/mi)	Ozone Emissions (gms/day)
Buildout w/o RTP	2,281,961	51,586	44.23	0.58	1,323,537
Buildout with RTP	2,292,030	50,092	45.76	0.56	1,283,537
Difference	10,069	- 1,494	1.53	- 0.02	- 40,000

As this information displays, the implementation of the RTP improvements will result in a net reduction of 40,000 grams per day of ozone precursor emissions. Although the total VMT is expected to increase due to the new routes proposed, the improvements result in a reduction in VHT (i.e., delays) which causes an increased average travel speed and reduced emissions.

IV. FINANCIAL ELEMENT

PURPOSE

The purpose of the Financial Element is to provide a summary of cost and revenue assumptions for decision-makers to implement the RTP. This includes a summary of the costs to implement programs discussed in the Action Element and a discussion of the sources of revenue available to fund them. Surpluses and deficits resulting from the difference in projected revenues and planned expenditures are identified, along with the ramifications of implementing only those improvements which have secure funding. Finally, alternative sources of funding are recommended.

The Financial Element of the 1993 RTP Update relies upon data provided by the county's jurisdictions and transportation agencies shown on Tables 4 to 23. The element also utilizes the *Transportation Financing Alternative Study* conducted in 1988 by Arthur Bauer and Associates and the *Model Traffic Mitigation Fee Ordinance Final Report* by Nelson Nygaard Associates in 1991 for data concerning costs and revenues. The assumptions and predictions used in these studies are consistent with those of the RTP. Some of the recommendations are incorporated in the RTP.

STATE HIGHWAY SYSTEM

Costs and Revenues

Revenue Sources

Final approval for the funding of State highway projects is the responsibility of the California Transportation Commission (CTC) for all major construction projects and other selected projects and programs. This is accomplished through the STIP and HSOPP processes as influenced by Caltrans system planning and local or regional efforts coordinated through the LTC and RTP updates. Candidate projects for the STIP are submitted to the CTC via the Caltrans PSTIP and the RTIP. As mentioned earlier in the Action Element, the STIP now includes capacity-enhancing projects to be funded by the Flexible Congestion Relief (FCR) and Inter-Regional Roadway System (IRRS) program element. Highway Systems Operation & Protection Plan programs major rehabilitation, and other safety and operational projects which are not included in the STIP.

There is a 14 cents per gallon tax placed in the Federal Highway Trust Fund and distributed back to each state. This tax is scheduled to be reduced to 11.5 cents in October of 1995. There are approximately 36 Federal-Aid programs which are financed from the Federal Highway Trust Fund. California participates in about a dozen of these programs. The programs which have the greatest impact on highway projects in Amador County are the Combined Federal Aid program moneys. Prior to 1990, this program was divided into the better known Federal-Aid Primary (FAP) and Federal-Aid Secondary (FAS) systems. Under ISTEA, the new programs include the National Highway System (NHS) on which SR 88 is proposed, and the Surface Transportation Program (STP) to fund improvements on many of the County's major routes.

There are three general sources of state funds deposited in the State Highway Account:

1. Taxes on gasoline and diesel fuel;
2. Motor vehicle weight fees; and
3. Balance of the motor vehicle account.

State tax on gasoline is collected from gasoline distributors, who collect from station operators, who, in turn, collect from consumers at the pump. As of January 1, 1993, California collects $.17 per gallon and an additional penny per gallon on January 1, 1994, doubling the state gas tax from 9 cents prior to August, 1990 to 18 cents by January 1, 1994.

The 17 cents per gallon State tax on diesel is apportioned with 10.77 cents to the State Highway Account and 6.23 cents to cities and counties. Prior to January 1, 1983, the entire per gallon state tax on diesel fuel went to the State Highway Account. Commercial vehicle weight fees, less the DMV's collection costs, are deposited in the State Highway Account (SHA).

Estimated Short Range Revenues

Amador County has $22.057 million (1992 dollars) programmed for major state highway improvements in the 1992 STIP. The Caltrans calculated County minimum for the period FY 1993/94 to FY 97/98 is $13.7 million. These figures do not include bridge replacements, lands or buildings, or emergency relief which are included in the HSOPP program in which $22.7 million (1992 dollars) is budgeted over the next five years. Prior to passage of SB 300 and AB 471, the CTC operated on a five-year programming period to allocate county minimums, called a "quinquenium". Under current legislation, projects that were programmed but not funded can be carried forward from the second quinquenium to the third and counted against an area's county minimum. Unfortunately, this law was not effective when the last quinquenium (FY 1983-1988) ended. As a consequence, four highway projects for Amador County, totaling an estimated cost of $13.78 million in 1990, have not been completed and have been carried over into the current quinquenium. They are causing the state to now consider Amador County a "surplus county". The $2.2 million "deficit" the county carried at the end of the first quinquenium is lost and cannot be made up.

Being a surplus county makes it more difficult for Amador County to obtain additional highway projects in the STIP. Surplus counties may "bid" only one project. Amador County may only approach the CTC to request funding for its top priority project and then only within specified spending allocation limits determined by a Caltrans District allocation formula. Priority projects, such as the Highway 49 Sutter Creek, Drytown and Amador City bypass, can only receive partial funding in a given STIP cycle. This makes it basically impossible to fully implement short or long range improvement programs as illustrated by the needs presented in the RTP updates.

Appendix A
Reference Documents

The following pages list local and regional plans which were reviewed for conformity with this plan and transportation studies that were considered in preparation of this plan.

Local and Regional Plans and Laws

- "AB 471" 1989 (Katz) - similar to SB 300 (see below)
- "AB 3933" (Bates) - Development of intracity and intercity bicycle programs
- An Urban Strategy for California, State of California, Sacramento, CA, 1978
- Alpine County General Plan/Transportation Plan Update, Alpine County Board of Supervisors, Alpine County, CA, 1982
- Amador County General Plan: Land Use, Open Space, Conservation, and Scenic Highways Elements, Amador County Board of Supervisors, Jackson, CA, June 5, 1973 and subsequent revisions
- City of Amador City General Plan, Amador City Council, Amador City, CA, June 30, 1983 and subsequent updates
- City of Ione General Plan, Ione City Council, Ione, CA, October 1982
- City of Jackson General Plan, Jackson, CA
- City of Plymouth General Plan, Plymouth City Council, Plymouth, CA, June 1986
- City of Sutter Creek General Plan, Sutter Creek City Council, Sutter Creek, CA, July 19, 1982
- "Highway 88 Planning Agreement", Counties of Amador, Alpine and El Dorado, Caltrans, USFS and FHWA, 1985
- Housing Element of the Amador County General Plan, Amador County Board of Supervisors, Jackson, CA, July 1, 1986
- 1975, 1976, 1977, 1978, 1980, 1982, 1984, 1986, 1988, 1990 and 1992 Amador County RTP Updates, Amador County LTC
- 1980 Bike Plan for Amador County, Amador LTC
- Adopted 1990 STIP, CTC, September, 1990
- Adopted 1992 STIP, CTC, May, 1992
- Rancho Seco Emergency Response Plan, Amador County Board of Supervisors, Jackson, CA, 1984

- Regional Transportation Plan Guidelines, CTC, December 10, 1992.

- "Transportation Development Act Statutes and Administrative Code for 1991", Caltrans, Sacramento, CA, January 1992

- "SB 157" (Mello) - Transportation needs of Elderly and Handicapped persons in rural areas

- "SB 300" 1989(Kopp) - establish a state transportation funding program and creates specific funding categories and a 7-year STIP

- "SB 498" (Green) - Requires a Social Service Transit Advisory Committee

- "SB 516" (Burgeson) - Allows State to contract out engineering work for state highways projects

- "SCA 1" (Garamendi) - Amends Gann limit to permit collection of revenues to be expended for state transportation programs and allows implementation of AB 471 and SB 300.

Local and Regional Transportation Studies

- Access and Transportation in the Foothills, California Governor's Office of Planning and Research, Sacramento, CA, January 12, 1981

- Action Plan for the Coordination of Social Service Transportation in Amador County, JHK and Associates, Emeryville, CA, December 1981

- Amador County Model Traffic Mitigation Fee Ordinance, Nelson\Nygaard, San Francisco, Ca, 1990

- Amador County Transportation Sales Tax , Nelson\Nygaard Associates San Francisco, CA, January, 1991

- Amador County Rail Transit Study, Transportation Marketing Services, Pleasant Hill, CA, February, 1991

- Caltrans System Management Plan, District 10, Caltrans, Stockton, CA, 1989

- Caltrans System Management Plan, Draft, District 10, Caltrans, Stockton, CA, 1992

- Circulation Study II , City of Sutter Creek, California, RKH Civil and Transportation Engineering, Sutter Creek, CA, 1992.

- City of Jackson Circulation Plan, JHK & Associates, Emeryville, CA, August 14, 1987

- City of Plymouth Circulation Plan, 1992

- East Ridge Plan Line, CEQA Initial Study, Castrillo + Associates, January,1989

- Evaluation Report Of The 1988 Regional Transportation Plans, Caltrans, Sacramento, Ca 1989

SATURDAY SCHEDULE

JACKSON/SUTTER CREEK (SHUTTLE)

	S1	S2	S3	S4	S5	S6
SUTTER HILL	9:30	10:30	11:30	12:30	1:30	2:30
SUTTER CREEK	9:33	10:33	11:33	12:33	1:33	2:33
SUTTER HILL	9:36	10:36	11:36	12:36	1:36	2:36
K MART	9:41	10:41	11:41	12:41	1:41	2:41
AMADOR PLAZA	9:42	10:42	11:42	12:42	1:42	2:42
ARGONAUT/KENNEDY FLAT	--	10:43	-	12:43	--	2:43
ARGONAUT/HOFFMAN	--	10:45	--	12:45	--	2:45
JACKSON GATE APTS.	9:47	--	11:47	--	1:47	--
SAFEWAY	9:51	10:48	11:51	12:48	1:51	2:48
JACKSON CREEK PLAZA	--	10:50	--	12:50	--	2:50
MOTHER LODE PLAZA	--	10:53	--	12:53	--	2:53
JACKSON CINEMA	--	10:54	--	12:54	--	2:54
BROADWAY/CLINTON	--	10:55	--	12:55	--	2:55
PETKOVICH PARK	9:54	--	11:54	--	1:54	--
AMADOR HOSPITAL	9:56	11:01	11:56	1:01	1:56	3:01
JACKSON HILLS APTS	9:58	11:03	11:58	1:03	1:58	3:03
ROLLINGWOOD ESTATES	10:03	11:08	12:03 pm	1:08	2:03	3:08
BROADWAY/CLINTON	10:09	--	12:09	--	2:09	--
JACKSON CINEMA	10:10	--	12:10	--	2:10	--
JACKSON CREEK PLAZA	10:14	--	12:14	--	2:14	--
MAIN/CALIFORNIA ST	--	11:15	--	1:15	--	3:15
ARGONAUT/HOFFMAN	10:19	--	12:19	--	2:19	--
ARGONAUT/KENNEDY FLAT	10:21	--	12:21	--	2:21	--
JACKSON GATE APT	--	11:18	--	1:18	--	3:18
K MART	10:24	11:24	12:24	1:24	2:24	3:24
AMADOR PLAZA	10:26	11:26	12:26	1:26	2:26	3:26
SUTTER HILL	10:30	11:30	12:30	1:30	2:30	3:30

JACKSON TO MACE MEADOWS

M1 Eastbound via Hwy 88
M2 Eastbound via Hwy 88 & Buckhorn Ridge Rd.

	M1	M2
SUTTER HILL	9:20	4:00
AMADOR HOSPITAL	9:32	4:10
PREVITALI RD	--	4:17
PINE GROVE PHARMACY	9:45	4:27
PINE GROVE VILLAGE	9:47	4:29
PINE ACRES RESORT	--	4:33
RANCH HOUSE ESTATES	9:50	4:40
RED CORRAL LAUNDRY	9:53	4:42
PIONEER POST OFFICE	9:58	4:48
PIONEER GROCERY	10:04	4:56
BUCKHORN GROCERIES	10:07	4:56
SILVER DRIVE	10:07	5:00
DEER RIDGE INN	10:19	5:12
SUGAR PINE/N MEADOW	10:23	5:16
MACE MEADOWS	10:27	5:20

MACE MEADOWS TO JACKSON

M1 Westbound via Hwy 88 & Buckhorn Ridge
M2 Westbound via Hwy 88

	M1	M2
MACE MEADOWS	10:27	5:20
BUCKHORN GROCERIES	10:31	5:24
PIONEER STATION	10:38	5:29
PIONEER POST OFFICE	10:39	5:30
RED CORRAL (WILLIE J'S)	10:45	5:36
PIONEER BAPTIST CHURCH	10:47	5:38
PINE ACRES RESORT	10:54	--
SIERRA HOUSE RESTAURANT	10:58	5:41
PINE GROVE TOWN HALL	11:00	5:43
PINE GROVE ONE STOP	11:02	5:45
PREVITALI RD.	11:13	--
AMADOR HOSPITAL	11:19	5:57
JACKSON - MAIN/CALIFORNIA	11:23	6:00
SUTTER HILL	11:30	6:07

SUTTER HILL TO IONE

Service to Buena Vista available upon request

	I1	I2
SUTTER HILL	8:30	3:30
IONE - MAIN/CHURCH ST	8:50	3:50

IONE TO SUTTER HILL

Service to Buena Vista available upon request

	I1	I2
IONE - MAIN/CHURCH ST	9:10	4:10
SUTTER HILL	9:30	4:30

SUTTER HILL TO PLYMOUTH/ FIDDLETOWN/RIVER PINES Via Hwy 49

	P1	P2
SUTTER HILL	8:00	4:30
SUTTER CREEK	8:03	4:33
AMADOR CITY	8:08	4:38
PLYMOUTH	8:23	4:53
FIDDLETOWN	8:34	5:04
RIVER PINES	8:45	5:15
PLYMOUTH	8:57	5:27

PLYMOUTH TO SUTTER HILL

	P1	P2
PLYMOUTH	8:57	5:27
AMADOR CITY	9:12	5:42
SUTTER CREEK	9:17	5:47
SUTTER HILL	9:20	5:50

Estimated Long Range Revenues

There is concern that demands for highway funds will continue to exceed available sources over the long term. Despite passage of SB 300 and AB 471, and the subsequent approval of Proposition 111 to allow increase gas tax revenue to go to transportation programs, dollars collected are for preprogrammed projects and will not address the long term transportation needs of California. Whether the current increase of the gas tax will be a permanent funding solution or some other funding mechanism is put in place, financing any transportation program long term remains in doubt.

Estimated Short Range Costs

Estimated short-range plan costs for State highway projects in Amador County that are not yet funded is $43,084,000 (1993 costs) as shown on Table 4A. Additional short range HSOPP projects proposed by the County but not on Caltrans Candidate list total $1,684,000 (Table 4B).

In addition to these projects, some HSOPP projects will be programmed by Caltrans for Amador County in the next five years and these will be drawn from the Caltrans Candidate List as shown in Appendix D.

Estimated Long Range Costs

The list of mid to long range STIP Projects as shown in Table 5 is projected to cost $23,565,000 and includes locally supported major improvement projects for State Highways 49 and 88. Completion of Phases 2-6 of Highway 49 bypass, which is estimated at this time to cost $40.29 million, is addressed in the short term program. Most of the program is split between the mid range and long range programs to allow for phased development.

The remaining projects on the long range STIP program total $46,110,000 (Table 6). Table 7 summarizes both the local HSOPP proposals and HSOPP projects that are presently included on the Caltrans Candidate List.

Surpluses and Deficits

Short Range Deficits

For projects proposed for STIP funding, a total of $43,084,000 is currently unprogrammed. With the County minimum for the short range estimated at $13,700,000, a deficit of $29,384,000 is projected if no other funding is obtained.

For HSOPP funded projects, $22,700,000 (beyond the current projects) is projected to be available over the next five years. Given the magnitude of this fund estimate, the HSOPP program is the County's best opportunity to improve the state highway system. Beginning in 1998/99, the HSOPP funds will no longer count against County minimums. Amador County must work closely with Caltrans to coordinate HSOPP projects as Caltrans controls the expenditure of HSOPP funds.

Long Range Deficits

The mid and long range costs of needed highway improvements are shown on Table 5 ($23,565,000) and Table 6 ($46,110,000). Given the current transportation problem or crisis at the state level, it is difficult at best to project revenues that may be made available. Funds may not be available under current mechanisms to pay for the listed programs. The county minimum for the next quinquenium (1993/95-1997/98) is $13.7 million, but Amador County's long range program already has a projected $19.5 million deficit.

Ramifications of Funding Shortfall

Without additional state funding beyond that currently programmed, few STIP funded projects would be constructed. The County/State may not even be able to complete those projects which are required to improve current deficiencies, specifically the State Route 49 bypass. Given the magnitude of the deficit, revenues from local sources are not likely to be sufficient to fully fund the program. Even if the County ceases local development, traffic congestion on state highways is likely to worsen due to through traffic.

Alternatives and Recommended New Sources of Funding

In order to provide needed funding to support local transportation programs, the Amador LTC will continue to actively support efforts to increase transportation funding at the state level and recommends to the California Transportation Commission that the following measures be considered for action:

1. After completion of the interstate highway system, the federal fuel tax should be rescinded. (SB 215 requires that the State increase State fuel tax the amount of any Federal fuel tax reduction.)

2. Implement County minimums outlined in SB 215.

3. Either index gasoline taxes or impose hybrid tax consisting of percentage and per-gallon tax rates.

4. Return State north-south funds split to 45 percent north and 55 percent south.

5. Special funding should be provided for scenic highways and recreational routes.

6. Increase the amount of Motor Vehicle In-Lieu fees distributed to rural counties.

7. Amend the State formula to allocate more fuel tax funds to rural counties within California. Put emphasis on "maintained miles of road", rather than population.

A 1988 CTC Transportation Financing Study pointed out that the 1988 STIP would have a deficit of $2 to $4 billion over the next five years and that three of the previous four STIPs have not had any new capacity increasing projects for state highways such as the Highway 49 bypass that are not a part of the interstate system. The study states "Major capacity increasing improvements to state highways will require financial participation by local governments and the private land owners which benefit from the improvements".

The California Transportation Commission began encouraging local participation in the early 1980's. The policy has been strengthened by the enactment of local sales taxes in several counties to finance state highway improvements, as well as local street and road improvements, and public transit investments." The alternative of adopting a local sales tax is discussed further in the next section.

Other strategies to find the necessary funding include the collection of impact fees and developer dedication of right-of-way for the State Route 49 bypass, as well as to continued organization regionally and maintenance of a vigilant presence before the CTC and state legislators on transportation funding issues.

COUNTY ROADS AND CITY STREETS

Costs and Revenues

Revenue Sources

There are several sources of roads funds available to cities and counties. Some of these funds are not restricted as to use (e.g. "In-Lieu" fees) and may be programmed at the discretion of each city or county. Following is a brief description of the major sources of funds that can be used for funding local roads.

Under the new Federal ISTEA legislation, State Route 88 is now eligible for funding due to its functional reclassification as a principal arterial and proposed inclusion on the National Highway System. The STP Local Program was also established for improvements to local streets and roads in lieu of the former FAS program. Caltrans District 10 staff estimates that Amador County will receive $300,000 per year for the next six years from this program.

Another source of Federal funds comes from Federal property located within the County. Twenty-five percent of all revenue gathered by National Forest Land Use is returned to the County and can be used only for county roads and School purposes on a 50/50 split. These funds are often referred to as "Forest Reserve" funds. They vary from year to year due to the uncertainties of the housing industry. Currently Amador County receives about $300,000 annually from the fund.

Although the excise tax on gasoline and diesel is collected by the State, these funds are apportioned back to cities and counties to be used as local funds.

Of the 17 cent per gallon state tax on gasoline and diesel, 6.23 cents is apportioned to local governments according to Sections 2104, 2106, 2107 and 2107.5 of the Streets and Highways code. Funding received from each Section is described below:

- Section 2104 (Counties) - Funds received by Amador County under this section include:

    * $20,000 annually for Engineering and Administrative expenses
    * Snow removal funds
    * Heavy rainfall and storm damage funds
    * Apportionment for free-paid and exempt vehicles in County
    * Roadway maintained mileage funds ($60 per maintained mile)
    * Apportionment of remaining funds

- Section 2106 (Cities and Counties) -- These funds are allocated to both counties and cities and can be used only for any street purposes.

- Section 2107 (Cities) -- Only cities receive funds under this section. These funds can be used for street purposes.

- Section 2107.5 (Cities) -- Only cities receive funds under this section. Use of these funds is limited to general engineering and administration. For a city with a population of less than 5,000, the annual allotment under this section is $1,000. These funds cannot be used for street purposes.

Senate Bill 325 (1971), referred to as the Transportation Development Act (TDA), established a funding source for local transportation projects. The TDA funds may be used for street and road projects only after planning, administration, 2% for bicycle and pedestrian needs, and a determination by the Local Transportation Commission, using the public hearing process, that there are no unmet transit needs which can be reasonably met. At recent public hearings, the LTC received no comments regarding any unmet transit needs.

Funds for TDA were generated when the 6% State general sales tax was extended to include a tax on the sale of gasoline with 1/4 cent of the six cent retail sales tax collected being allocated to cities and counties. The total allocation to each county is based on total taxable sales in the County. The individual allocation to the county or a city is made on the basis of population. Although the TDA revenues are collected by the State, they are considered local revenues and can be used as local matching funds for either State or Federal funds.

General fund monies which can also be used for street and road purposes usually consist of "in-lieu" taxes, traffic fines and forfeitures, and other general revenues. These funds normally are not restricted to use.

Estimated Short Range and Long Range Revenues

The Transportation Financing Alternatives Study documents that "the largest dollar amount, and the most consistent street and road expenditures within Amador County, were for maintenance..." Within Amador County, the average of the six year total street expenditures for maintenance for FY 1983/84 to FY 1988/89 ranged from 62 percent to 86 percent , with an average countywide of 65 percent. The amount used to calculate future revenues available for new construction is reduced by a factor of 65 percent for maintenance in the following discussion of surplus and deficits. The only costs and revenues discussed henceforth concern new construction.

Estimated Short Range and Long Range Costs

Estimated short range and long range costs in 1993 dollars are shown on Tables 8-18 in the Action Element. A summary is displayed on Table 27.

Table 27
Local Street and Road Projects
Short and Long Range Projects
(Dollars in 000'S)

Jurisdiction	Short Term Projects (Tables 8-13)	Long Term Projects (Tables 14-18)	Total Projects
Amador County	$ 3,900	$ 24,210	$ 28,110
Amador City	58	0	58
Ione	10,739	53,870	64,609
Sutter Creek	2,285	4,415	6,700
Plymouth	94	2,361	2,455
Jackson	9,146	0	9,146
Total	$26,222	$84,856	$111,078

Note: 1993 Dollars.

Surpluses and Deficits

Table 28 displays the projected revenues compared to program costs for the cities and county short range and long range transportation improvement programs. Program surplus for Amador County for all street and road purposes is $ 5,323,000. However, Table 28 shows that Ione and Plymouth are projecting funding deficits.

Table 28
Local Street and Road Projects
Surpluses/Deficits
(Dollars in 000'S)

Jurisdiction	Total Projects	Estimated Funding[1]	Difference
Amador County	$ 28,110	$ 60,329	$ 32,219
Amador City	58	325	267
Ione	64,609	14,390	(50,219)
Sutter Creek	6,700	8,389	1,689
Plymouth	2,455	678	(1,777)
Jackson	9,146	32,290	23,144
Total	$111,078	$116,401	$ 5,323

1 Source: 1992 Amador County RTP.

Note: 1993 Dollars.

Ramifications of Funding Shortfall

As shown in Table 28, Ione and Plymouth are projected to experience a revenue shortfall. Without additional funding, many of the local projects in these jurisdictions will not be constructed. Based on the priorities listed in the corresponding lists of projects, the following discusses the projects for which funding is not projected to be available.

- **Ione** has projected revenues which could fully fund the short range program, but the mid and long range programs would be almost completely unfunded. Since many of Ione's projects are phased, this shortfall could seriously influence the effectiveness of the City's major transportation system.

- **Plymouth** can fully fund its short range program and all of its long range program except the "3 new arterials" proposed.

Alternatives and Recommended New Sources of Funding

In 1990, the *Amador County Model Traffic Mitigation Fee Ordinance Report* was completed by Nelson/Nygaard for the LTC. That report illustrated how AB 1600 (Cortese) and SB 372 (Bergerson) restricted the fee levying abilities of local jurisdictions, provided insight on how other public entities operated within the restrictions of the legislation and presented steps Amador County may choose to assess impact fees. The proposed ordinance presented allowed for a calculation of an appropriate impact fee, method and timing of collection, and identified the type of construction that should be assessed. While not resolving all funding shortfalls related to transportation, the model impact fee does permit collection of funds adequate to address additions to the transportation load created by new development. The Board of Supervisors did not accept the consultant's recommendations and no impact fee has been implemented by the Amador County to date. Currently, the Cities of Ione, Sutter Creek and Jackson collect traffic impact fees.

The County is also looking at the possibility of utilizing assessment district financing as a revenue source for road improvements. The Cook Road Bridge project is proposed to be financed, in part, from this assessment. Should this be found successful, the County may consider this source on other projects.

In addition, the LTC is considering an election aimed at imposition of local sales tax for transportation purposes. The most reasonable program, and the mood of the general public towards such a tax initiative was assessed in a 1991 study by Nelson/Nygaard Associates.

The Transportation Financing Alternatives Study reports that the only mechanism that appear feasible to generate sufficient revenues to meet the cost of the long range program(s) is the local sales tax. The report states "A one percent local sales tax levied between 1993 and 2010 would raise approximately $94.5 million." This would provide sufficient revenues to fund the mid and long range programs. Another benefit of adopting a local sales tax would be recognition by the state of the county as a "self-help" county.

It is the CTC's policy to give preferential consideration when considering projects for which self-help counties can contribute local sales tax. Toward this end the financing study recommends:

"Amador County should seek participation in the funding of all state highway projects. As a matter of policy, it should be assumed that there is a statewide benefit for facilitating intercounty travel and recreational travel from state highway improvements funded by Amador County funds. For negotiating purposes, the county should seek 50 percent state participation. On this basis, a 1/2 percent local sales tax would produce sufficient revenue to fund all of the long range...projects as well as the short range..." deficit.

The report recommended that city and county officials explore the possibility of placing a one percent local sales tax measure on the 1992 ballot in order to generate funds to finance long range street and road projects and state highway projects.

To meet the criteria suggested, both reports recommend several actions that must be taken:

1. Local officials from the cities and the county must finalize a program of projects, including accurate cost estimates. The accuracy of these estimates is essential. The greatest deficiency in the process in other counties that have successfully pursued local sales tax programs is that cost estimates have been inaccurate.

   It is also vital to ensure that the program reflects a community consensus. Local officials must be prepared to bargain with various interests in the community over which specific projects to include in the program set before voters.

   Nelson/Nygaard Associates' 1991 Amador County Transportation Sales Tax Final Report studied similar tax proposals throughout the state of California, focusing on rural counties, and analyzing the success and failure of each. The report noted that only initiatives enjoying broad based support, including business leaders, slow growth and environmental groups, as well as politicians, have passed, and that such sales taxes have historically been unsuccessful in rural areas. The report also cautions that due to a sluggish economy, revenues generated initially may fall short of projections.

2. Agreement must be reached with Caltrans and the CTC over the state highway projects to be proposed to the voters. Agreement must be reached with both entities on how Amador County will be treated in the STIP in regard to funding projects which are not in the locally financed program or participating in the funding of projects in the local sales tax program.

3. The role of Caltrans should be carefully defined before the voters vote on the proposed projects. Caltrans will in all likelihood be responsible for project design and construction oversight. It is essential to reach agreement with Caltrans on matters pertaining to costs in excess of project estimates and on cost overruns which might occur during the construction phase.

4. It will be necessary to strengthen the administrative apparatus that will oversee the program's implementation.

PUBLIC TRANSIT

Costs and Revenues

Revenue Sources

Funding for public transit systems is available from a variety of sources. Following is a brief description of the principal sources expected to be available along with projected revenues.

Federal Funds

Funding for transit capital and operational costs is provided by the Urban Mass Transportation Act (1964 as amended). The bulk of these monies is designated, by law, for use in urban areas, and is not available for use by Amador County. However, the UMTA does make provisions for some funding in rural areas.

Section 18:

The Surface Transportation Assistance Act of 1978 amended the Urban Mass Transportation Act of 1964 by adding a new Section 18, "Public Transportation of Non-urbanized Areas". This program provides federal assistance for expenses of local non-urbanized areas (under 50,000 population). Funds may be used to provide fifty percent of the net project operating costs up to $15,000 and/or up to eighty percent of capital expenditures.

Funds for the Section 18 program are apportioned to each State on a formula basis. From this amount, two sources of Section 18 funding are provided. One source is known as County apportionment monies. Sixty-five percent or $15,000 per year, is allocated to each County on the basis of non-urbanized population, whichever is larger. Only eligible applicants within each county can apply for the County Apportionment monies.

Twenty percent of the Section 18 funds which California receives are placed in the reserve fund. Applicants statewide apply for these monies. Projects are approved on a discretionary basis by the California Department of Transportation. Of the remaining amount of money, 15% is used by the State for administration and technical assistance.

The County Apportionment for Amador County has been $15,000 per year. ARTS made application for capital assistance in FY'90/91. This application was a request for $116,000 for two new buses and radios, which was denied. Seven identical requests have been denied in the past. ARTS has resubmitted this application for FY'91/92.

The approval of ARTS' pending capital grant depends on:

1) the size of the apportionment to the State of California; and

2) the priority of the projects as compared to other projects that have requested discretionary funding.

3) the percent of LTF expended on transit (minimum of 75%)

Section 16(b)(2) of the UMTA provides discretionary capital grant funds for vehicles and equipment to be acquired by private, nonprofit organization for special transportation services to Elderly and/or Handicapped persons. These funds are available on a case-by-case basis, with Federal assistance providing 80% of the project's capital costs. The remaining 20% comes from other sources. In non-urbanized areas, projects eligible for Section 16(b)(2) funding are to be included in a Transit Development Plan.

Local Transportation Fund

The primary source of local funds used to operate ARTS in recent years has been the Local Transportation Fund (LTF), made available by Senate Bill 325 (1971) and amended. SB 325 is also known as the Transportation Development Act (TDA).

A description of how and where LTF/TDA funds can be used in Amador County is capsulized previously with funding discussions for roads and streets.

State Transit Assistance Fund

Funding for public transportation is not available from State Transit Assistance Fund (STAF). These funds were established in 1979 under SB 620 and amended in 1982 under SB 215 and AB 2551/SB 1335. While the amount of gallons of fuel sold has risen, the price has decreased. Since STA is directly related to price, the amount of dollars is in the fund has decreased dramatically. This may or may not change in the future, depending on the Administration's and Legislature's position regarding this fund and the relative price of fuel. As of FY 1989/90, this fund was reduced from $110.0 Million to $2.0 Million statewide with the resultant contribution to Amador County of less than $5,000.

Local transportation planning agencies have in the past allocated these funds to operators of public transit (under formula basis) or allocate for streets and roads (under certain conditions).

Amador County is normally entitled to funding under both of the above conditions. However, the primary intent of this legislation is to give priority consideration to claims to offset the unanticipated increases in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation need.

Proposition 116

Proposition 116 makes capital funding available for rail, public transit, and bicycle projects statewide. No operating funds are included in this measure, and proof of availability of operating funds are one criteria for evaluating proposals. Funding is apportioned by the County, and administered through the area planning council. Plans for the first disbursements must be filed with the CTC by December 31, 1992 for consideration. Failure to submit applications on time will result in funds being reapportioned to other counties with viable projects. ARTS staff are actively pursuing these funds.

Fares

Amador Rapid Transit System's farebox to operating cost fare ratio was 21.1% in 1990/91, and projected to remain at 20% through 1995/96.

VMRC Contract

VMRC has contracted with ARTS to provide transportation services. The current contract is a multi-year arrangement. Services provided include delivery of developmentally disabled adults to a variety of school, training, work and shopping activities. The service requires two buses to be used for approximately 6 hours a day for clients. These vehicles are also used for other services and during its use is available to the general public.

Nutrition Program

Central Sierra Area Agency on Aging also uses ARTS to provide transportation services to the nutrition site in Jackson. Participants are transported five days a week. Senior citizens pay reduced fares and ride buses that are also available to the general public.

Estimated Short Range and Long Range Costs and Revenues

Table 22 shows the estimated costs and revenues for the ARTS six-year program. As this information displays, the projected costs are matched by revenues. Therefore, no funding surplus or deficit is projected.

AVIATION

Costs and Revenues

Revenue Sources

The Federal Airport Improvement Program (AIP) provides 90% Federal funding with 10% Local funding for general aviation airports. This program must be ratified annually b Congress and has experienced some major reductions under the present administration's economic program.

AIP funds are derived from user charges such as taxes on aviation fuels, taxes on civil aircraft and a surcharge on air passenger fares, and can be used for most capital expenditures.

The State of California Aid to Airports Program (CAAP) makes grant funds available for airport development and operations. Three types of state financial aid to publicly owned airports are available:

1) Annual Grants up to $5,000 per airport. These grants do not require matching funds but are constrained as to usage. For example, these funds can b used to match federal grant programs, but not state programs. Also, they cannot be used for hangar construction. State law permits these funds to accumulate up to 5 years to total $25,000.

2) Acquisition Development Grants provide funds for up to 90% of the cost of qualified airport developments, on a matching basis, to the extent that state funds are available.

3) Loans of 100% are available for projects for self-amortizing improvements. This will be a continuing source of funds for hangar construction at the airport.

State law (Public Utilities Code 21684) requires that the local government provide necessary local matching funds from non-Federal sources for any CAAP funds. These matching funds will be provided by the Airport Enterprise Fund.

Estimated Short Range and Long Range Revenues

Short and long range revenues are impossible to calculate accurately because available funding is predominantly grants and loan programs.

Estimated Short Range and Long Range Costs

The estimated costs of projects in the proposed short range and long range programs are shown on Table 23 in the Action Element. The total cost of short and long range projects not currently funded is $ 7.96 million.

BICYCLES

Costs and Revenues

Revenue Sources

Bicycle facility funding has not received much attention in recent years. As the use of bicycles increased during the 1970's throughout California and the nation, many legislators recognized the need and demand for bicycle-oriented facilities. This recognition inspired legislation directed towards funding assistance for creating bicycle systems and facilities, and providing for discretionary grants as described below.

The Bicycle Transportation Section of the Surface Transportation Assistance Act of 1982 revised section 217 of Title 13 of the United States Code to promote bicycle transportation by authorizing 100% Federal Aid funding for bicycle facilities as follows:

a. Combined Roadway Program funds may be used to pay 100% of the cost of independent bicycle projects. These projects do not have to be on the Federal Aid system, and may include a variety of facility types such as roadway and bike modifications to safely accommodate bicycle traffic, construction of secure bicycle parking facilities, bicycle lanes as part of the roadway, and separate bicycle paths.

b. Federal Aid funds may also be used to pay 100% of the cost of non-construction projects such as the development of maps for bicycle travelers, and the development of training material related to bicycle transportation safety.

   Combined Road Funds may continue to be used with the normal match for the construction of bicycle facilities as incidental features of highway improvement projects.

Section 156.10 of the Streets and Highways Code permit the Department of Transportation (Caltrans) to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a state highway.

Section 157.4 requires that the California Transportation Commission budget a minimum of $360,000 per year for the construction of non-motorized transportation facilities to be used in conjunction with the state highway system. Historically, the CTC has budgeted amounts in excess of the required minimum. However, the CTC has not recently been dedicating much more than the minimum required by law for bicycle facilities.

Section 2106 of the Streets and Highways Code requires that a sum of $30,000 per month of the local share of state gas tax revenue be deposited in the Bicycle Lane Account (BLA) of the State Transportation Fund. Allocation to the cities and counties for bicycle projects is in accordance with the provisions in Sections 2379 through 2392 of the Streets and Highways Code. Sections 2377 and 2378 require a local bikeway master plan as a condition for funding. It is intended that these funds be used to assist local agencies in developing a system of bicycle facilities that will enhance the environment for bicycle transportation (i.e. commuting). Local agencies must fund at least 10% of the cost of BLA projects.

The Transportation Development Act (SB-325, TDA) provides for the use of local transportation funds for pedestrian and bicycle facilities. Section 99233.3 permits two percent of these funds to be used for such purposes. These funds are administered by the Regional Transportation Planning Agency and the Amador County LTC has adopted a policy to set aside two percent (@ $7,000/year) of their LTF for pedestrian and bicycle purposes.

Proposition 116 makes capital funding available for rail, public transit, and bicycle projects statewide. No operating funds are included in this measure, and proof of availability of operating funds are one criteria for evaluating proposals. Funding is apportioned by the County, and administered through the area planning council. Applications for the second of two disbursements were submitted to the CTC by December 31, 1992 for consideration. The total $20 million Prop. 116 bicycle funds were committed by the two application cycles.

Estimated Short Range Costs

Table 24 in the Action Element indicates that the costs of each project in the 5-year bicycle program will be completed as part of the routine road widening projects, therefore no total costs are estimated at this time.

Estimated Long Range Costs

Estimated costs for long range program projects are shown in Table 24 of the Action Element. The estimated total cost of these projects is $412,000. Some, or all of these costs may be achieved within normal roadway widenings. Possible ISTEA funding should be pursued for these as well, specifically the Transportation Enhancement Activities (TEA) program.

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